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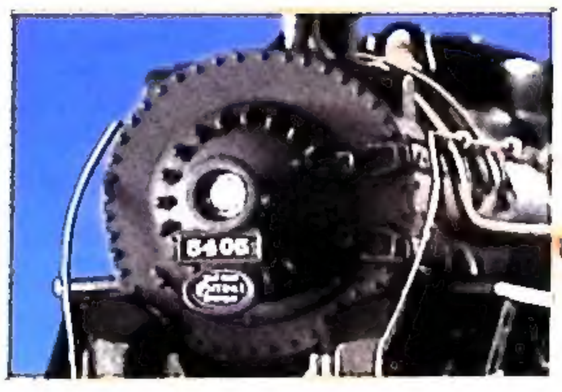

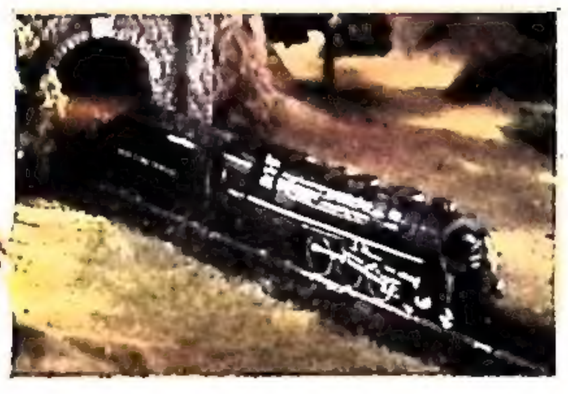

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THE PROPOSED BNSF PAINT SCHEME was applied to SD60M 9297 with slight stripe variations on each side, and employees voted on which they preferred. The Omaha orange and Northern Pacific green are separated by a 3" red stripe on the engineer's side and two red and one blue pinstripes on the fireman's side. On May 26th 9297 was in Chicago (**right**) fresh from the VMV paint shop. On its maiden trip 9297 was the middle unit on hotshot No.3 (**below**), shown passing through Dryden, Washington, on May 28, 1996. On June 3rd 9297 was in Denver (**above** and **top**) on Train 63. This livery will be applied to the 164 Dash 9-44CW's coming from GE beginning late in 1996. See RAILNEWS.

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From the Publisher's desk: The Rulebook

They're small, about 4↔6 inches, vary in length from about 100 to 200 pages and are given to all railroad operating employees. These are the official rulebooks which govern how railroad employees do their job. There's also information governing the movement of trains, interlocking rules, sample train order forms, signal definitions and aspects and special rules for the various types of railroad employees from dispatchers to crossing gate watchmen. The rule books are in great measure standard since trains often rode on tracks of other railroads, and boomers moved from one railroad to another. Rules had to be similar wherever possible. The inscription in an NYC book states: "Issued in accordance with the Standard Code adopted by the Association of American Railroads, January 17, 1928."

Most readers will be familiar with Rule G. The New York Central Rulebook of September 26, 1937, reads: "The use of intoxicants or narcotics is prohibited." The New York, Ontario & Western's book of May 15, 1913, was longer and more restrictive: "The use of intoxicating drinks is strictly prohibited, and employees known to be addicted to their use at any time, or to frequent saloons or places of low resort, will not be retained in the service."

Some sections of the rulebooks which are standard, are the same, railroad to railroad — a money-saving consideration, especially where signals are shown in color with red, yellow and green semaphores or block signals.

Readers who remember the film *The Sting* will remember the gambling scenes involving a railroad conductor. The New York Central's book states: "715. Gambling on trains is forbidden." Card playing was and is commonplace with commuters and other rail travelers — and railroad-theme playing cards are a sought-after collectible today. (About a year ago Metro-North Commuter Railroad, heirs to the lordly New York Central, got into an embarrassing public flap when an overzealous rookie cop busted four commuters for playing cards on a commuter train — at the same time Metro-North was running radio commercials pitching that "on the train the time is your own and you can ... play cards!")

Usually hardbound for durability, the rulebooks cost money to print. Rather than reprint them when changes occurred, supplementary sheets would be printed to be clipped apart and pasted over obsolete paragraphs.

NYO&W train porters had to observe item 580: "Hair brushes and combs in parlor cars must be kept clean at all times, and must be scalded at the end of each trip." NYO&W General Rule O: "No person deficient in hearing, vision or color perception will be employed in any service involving the use of signals or the movement of engines or trains. No one unable to read or write English, or who has not a knowledge of the rudiments of arithmetic, will be employed in any capacity above that of laborer."

You can't go into a book store to buy a book of rules. Check out the display and classified ads in RAILFAN & RAILROAD and visit dealers in railroadiana. They also turn up at railroad flea markets. Rule book prices vary depending on condition, age, scarcity and desirability. Expect to pay from $10 up, averaging around $20. You'll pay a lot more for the rare, juicy pieces — and if it's your pet road, worth every penny.

RAILFAN & RAILROAD

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Cover

In September 1988, five Pittsburg & Shawmut SW9s headed for Brookville, Pa., after working the coal loader at Dora. In April 1996 the P&S transferred its rail operations to the regional Genesee & Wyoming; Kurt Reisweber describes the last days of the old P&S beginning on page 52. Kodachrome by Jim Boyd

British-built 60019, one of the first locomotives painted into Wisconsin Central's English, Welsh & Scottish livery, was at Brush Traction's Loughborough shops on May 20, 1996. Mike Walker looks at WC's "British Empire" in his article on beginning page 40. Kodachrome by Colin Marsden.

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Fanmail

The story behind SP 1233

What a great shot of the 1233 on the Yolo Bypass trestle on page 18 of the August 1996 issue. This was a very historic trip, and I had the honor of being the conductor. However, the related news story on page 36 can use some more information.

The 1233 was retired by Southern Pacific in 1955, and in 1956 it was donated by them to the Woodland Chamber of Commerce, which displayed it at the Yolo County Fairgrounds in Woodland. In 1980 a group of local railfans, myself included, formed an organization called "Friends of the 1233" with the intention of cosmetically restoring the locomotive. A few years later, Bill Purdie of the Southern Railway steam program stopped by and examined the locomotive. He told us that he though 1233 could be restored to operating condition.

A deal was made with the Chamber of Commerce, and the 1233 changed hands for $1.00. Simultaneously, the Friends group reorganized as Sacramento Valley Historical Railways, Inc., and it received non-profit status.

Then the work began. After several years of volunteer sweat to repair many parts and replace boiler tubes, a deal was struck with Yolo Shortline to complete the rebuild. The 1233 is now leased by SVHR to the Yolo Shortline.

Another major SVHR project is going strong. The Woodland depot was donated to us by Southern Pacific, and it's being refurbished for use as a small railroad museum and community meeting place. Several pieces of full-size rail equipment will be displayed on the grounds. So far the depot has a new roof and concrete platforms, and work is progressing slowly but surely.

JOHN P. MCMAHAN
Yolo Shortline Railroad Company
Woodland, Calif.

About that K4 funding

I read with interest about our PRR K4s 1361 in the April 1996 railnews, and I though it important to write.

The agreement for restoration to operating condition at the shops of Steamtown National Historic Site involved the University of Scranton as principal partner. The University, through its Center for Public Initiatives, established the Steamtown Institute as a venue for assisting the NPS in critical areas of programming, staffing and interpretation. The restoration of the K4 will be the first public interpretive program of the University and National Park Service partnership.

Most important is that no ISTEA Enhancement funds are being utilized in this project. While the Altoona Railroaders Memorial Museum has received $2.142 million in ISTEA funding, it is being used in the fabrication of just over $4 million in interpretive exhibits for the expanded Museum, now under construction. Funding for the K4 restoration has come through both the U.S. Department of the Interior and the Commonwealth of Pennsylvania. Neither of the primary funding partners or grants have a time limit; thus the project has moved forward at a deliberate pace.

The agreement between the Museum, the University and Steamtown was executed before the locomotive moved to Scranton. Over the next several months the locomotive will be brought into the Steamtown shop, and work on developing the key outside contracts and ordering of materials will get under way. Physical restoration is expected to begin around January 1, 1997, and take roughly 24 months to complete.

The Altoona Railroaders Memorial Museum is proud to be a part of this multiple partnership aimed at preserving arguably one of the most significant artifacts of the steam era. To do so in a venue that provides public access and interpretation is indeed outstanding.

PETER D. BARTON
Executive Director
Altoona Railroaders Memorial Museum
Horseshoe Curve Nat'l Historic Landmark
Altoona, Pa.

Two outa three ain't bad

Has it been that long since Jim Boyd worked at EMD? I was delighted to see the blue Conrail units against the pretty fall colors on the June 1996 cover, but "The trio of GE Dash 8-40CW's" is one short. The third unit is an EMD, and if I had to guess by the little detail you can see, I would say it's a GP40-2.

Just pickin' on you, Jim.

DON LIESENFELT
Lilburn, Ga.

Reisweber's Rocks

When I saw the uncredited photo at the top of page 59 of Mr. Olmstead's excellent June 1996 Conrail article, I immediately recognized it as another of Kurt Reisweber's. It was taken from a small rock outcropping discovered by father-and-son Bob and Kurt Reisweber several years ago, and it presents a breathtaking view of the Pennsylvania countryside as well as a spectacular train-watching spot. After being led by the Reiswebers for over a mile to the place through heavy brush and deer trails, I had the honor of naming it "Reisweber's Point," a name which perhaps someday may be as well-known and well-remembered as "Sullivan's Curve" or "Helmstetter's Curve."

JAMES B. HARWARD, JR.
Williamsburg, Va.

Uphill downhill

On page 52 in your "Conrail At The Heart Of The Pennsy" article in the June 1996 issue you have a photo at the top of the page of a Conrail SD50s 6706 and 6754 on Horseshoe Curve that I believe is captioned wrong. It says that the pair of SD50s are "rolling grandly uphill ...".

As we all know, there are three tracks. Track 1 eastbound, Track 3 east and west, and Track 4 westbound. Track 2 was lifted in 1981. Track 1 is the south-most track. So as you look at this train you can see that these SD50s are going downhill.

You've probably been bombarded with mail on this photo, but I couldn't let it pass. A sure giveaway is that the 6754 has someone sitting in it facing the back of that last trailer. So that says to me those big SD50s are for dynamic braking going down the mountain into Altoona.

JAMES D. YAPP
Salem, Ohio

I photographed four trains from that location that day, all but one of which were slugging up the hill. I didn't notice that I'd grabbed the shot of the lone downbound with trailing helpers. Such are the hazards of photographing cabooseless trains — J.B.

Metra's Wisconsin Central service

Thanks for covering the construction progress on Metra's new Wisconsin Central service. Unfortunately, whoever wrote the blurb on page 37 of the July issue obviously isn't from around here.

First of all, it's Lake Villa, not Villa Lake. More importantly, Metra/WC passengers will *not* have to change trains to reach Chicago. The line will have a station serving O'Hare International Airport with bus connections to the terminal; eventually this will be replaced with an across-the-platform transfer to O'Hare's "people mover."

Chicago-bound Metra trains will ride the WC as far as Tower B-12 in Franklin Park where Metra is building a double-track connection with the Metra Milwaukee West district, the former Milwaukee Road line to Elgin. From there, the trains will head straight into the north end of Union Station. No transfer, no trip on the L, just the usual hassle-free transportation that Metra is famous for.

By the way, it's the Kennedy L line that serves O'Hare; the airport is nowhere near the Dan Ryan Expressway.

BILL CHRISTOPHER
Waukegan, Ill.

Older than Cumberland Mountain

Mike Del Vecchio's "Hour at Cowan" story on CSX in Tennessee asked if there is an older tunnel in main line use than the 1853-completed one through Cumberland Mountain. The old Norwich & Worcester tunnel at Tafts, near Norwich, Connecticut, was completed in 1837, apparently the first common carrier rail tunnel in the U.S. It is still in use by the present-day Providence & Worcester, although it doesn't see anywhere near the traffic at Cowan.

J.W. SWANBERG
Branford, Conn.

Yadkin Valley notes

I have a couple of notes on the Yadkin Valley Railroad article in the June 1996 issue of R&R. The Elkin & Alleghany was a standard gauge railroad; a temporary narrow gauge line was used during construction primarily for removing stone and dirt from the cut beside Elkin Creek in Elkin. Another connecting line was the Watauga & Yadkin River, a lumber railroad that was put out of business by a flood. It ran west along the river from North Wilkesboro.

The Gulf & Ohio also operates another former Laurinburg & Southern line, the Nash County in eastern North Carolina.

Also, the station letter designations on Southern Railway branches seemed to me to be more of just a progression through the alphabet as the lines were located further south. (Main line stations had no letter, just a number related to the miles from Washington, D.C.) the Harrisonburg, Va., branch stations had a "B" prefix, the Richmond Branch was the "F" line, etc. The "CF" is an exception as is the Fieldale, Va., branch which had "DW" station numbers for Danville & Western. There are other quirks in this lettering system like the Ramseur, N.C., branch off the "CF" line at Climax, N.C., which had "CR" stations. Anyway, I just don't think that the "K" line got its "K" from North Wilkesboro.

JOHN F. SULLIVAN
Laurinburg, N.C.

Armchair Railfanning Is ...

Armchair "railfanning is ..." watching a video of Horseshoe Curve while munching on Benzils Pretzels from Altoona, Pa. (especially since I live in California).

The Benzil Company is located where you turn off the main road to go up to the curve.

LOUIS FOLS
Simi Valley, Calif.

Sunny Point still open

I had to laugh at the story on page 38 of the July 1996 issue which said that the City of Morehead, N.C., received several FM H12-44 locomotives from Military Ocean Terminal Sunny Point (MOTSU) when the base closed, because the base never closed! The three locomotives were simply excessed as part of a larger Army-wide program in the early 1990s to replace its aging fleet of MRS1s, GP7L's, SW8s and H12-44s with rebuilt GP10s, most of which came from VMV in Paducah, Kentucky.

MOTSU is located about 20 miles south of Wilmington, N.C., and its huge classification yard is currently undergoing rebuilding and expansion. The base's rail operation was detailed in the August 1995 issue of *High Green*, the newsletter of the Chesapeake Division, Railroad Enthusiasts, Inc., of which I am the editor. I'm also a member of an Army Reserve railway unit that provides support to MOTSU, so I'm quite sure the base didn't close four years ago.

TIM MORIARTY
Vienna, Va.

Arcade & Attica

I enjoyed your Arcade & Attica story in the July 1996 issue. I grew up in Attica, so the A&A has always been a favorite. I recently went through all your year-end indexes and I was amazed to find that little A&A mentioned in your magazine. I was considering writing my own feature on the A&A, but I am glad that Pete Swanson beat me to it.

A very small error occurred on the map. The A&A line from the enginehouse to Arcade Junction is the former Buffalo & Susquehanna main line that once stretched all the way to Buffalo. The A&A bought these two miles when the Buffalo extension was abandoned in 1917. It is one of only three short stretches of the B&S that's still in use today.

The A&A received some good news in May. The Wyoming County Industrial Development Agency announced that they will receive $211,477 in federal transportation aid to repair the two A&A steam locomotives and their historic enginehouse.

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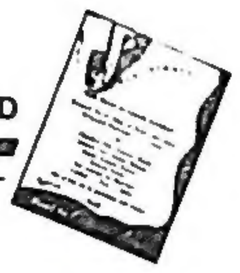
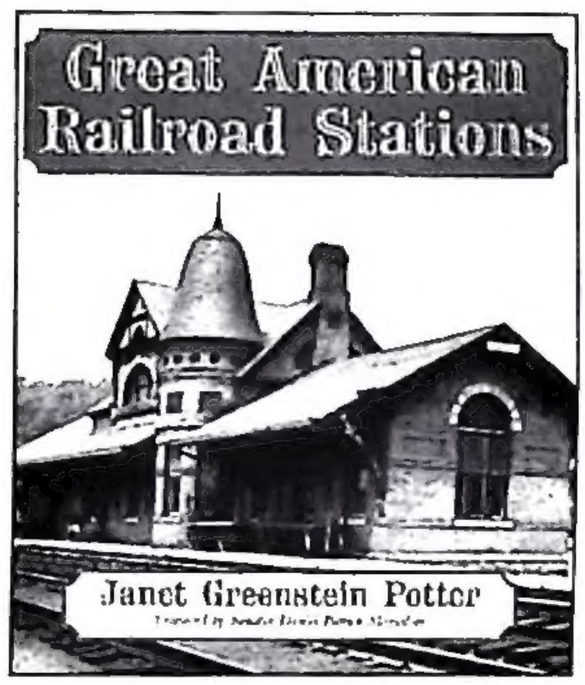


Not all of them are eateries ...

The recent arrival of a new book, *Great American Railroad Stations* by Janet Greenstein Potter (Preservation Press, John Wiley & Sons, 1996, ISBN 0-471-14389-8), abruptly changed my work plan for the day. A cover blurb declares "railroad stations played a central role in the shaping of the United States and its unique culture." On 570 7½"×9¼" pages between softcovers are more than 700 "masterpieces of architecture," many illustrated by historic or current photographs, all of them in black and white. My experience attests to the fact that this is a book a railfan can't put down.

I gave Ms. Potter a call (as TV's automobile ads warn, don't try this at home — one of my publishers is John Wiley & Sons; my editor there graciously got me the telephone number and an invitation to call). I discovered she is an architectural historian, an experienced historic preservationist and, if her membership in the Philadelphia Trolley Coalition is a clue, a railfan. "I set out looking for the ten most significant stations in each state," she explained. "I wrote to state historic preservation committees, as well as to significant residents of the railroad world," which she described as NRHS notables, Lexingtonians and rail enthusiasts she knew in the preservation movement. "I laid out six criteria for selections, and each entry had to exhibit at least two of them." The resulting input, divided by region and then alphabetically by state and town, raised her count above 500. All of these depots are indexed in the back pages.



What were the criteria? "Oh," Ms. Potter replied, "such things as the architectural significance of the structure, the noteworthiness of the architect, whether there is a significant preservation story behind the station, and whether the station is still in service." Then, as if to punctuate the importance of her inventory, she added, "Certainly I wanted to call attention to endangered stations and to guide people to pieces that are worth a visit." I can attest to her achieving this latter goal; her book persuaded me to add a six hour detour to what would have been a three-hour drive home from Newton, New Jersey, and head up to Susquehanna, Pennsylvania, to take in the Starucca House, a restaurant and banquet hall in that city's 131-year old Erie Railroad depot. (Conrail kindly sent a freight eastward while I was dining.)

How many of the 700 stations she details are eateries (900 if you include "mentions," as in "At the next stop south is the St. Elmo depot, where ...")? "I can't say precisely," she responded, "but I do comment on the current function of the stations at the end of each entry. I can say, however, that the most predominant adaptive use of restored stations is as a restaurant."

When I described Janet Greenstein Potter's book to the R&R editors over lunch in May, Mike Del Vecchio asked if I could "rustle up" (writing about trains, food and trains-and-food, my line of work invites many such puns) another column about trackside eateries. Now, it is axiomatic in the writing trade that if an editor expresses an interest in a subject, you should feel compelled to write about that subject. So here are several that readers have written to tell me about:

From Gordon Bassett in Colorado Springs, Colo., a recommendation (along with a place mat, postcard and menu) to stop at Guiseppe's Old Depot Restaurant, 10 South Sierra Madre, two blocks west of downtown (719/635-3111). As Gordon tells it, "they have very good food (the menu describes 'the Depot's famous sandwiches,' stone baked pizza, pasta specialties, 'ribs, ribs, ribs' and more), good service, and a seat beside the tracks of the 'Joint Line' carrying trains of BNSF and Rio Grande (Southern Pacific)." Noting that "we normally see two or three trains per meal, although traffic tends to run in bunches," Mr. Bassett praises the owners for saving the ex-D&RGW station, including rebuilding the gazebo on the roof from original plans, which the D&RGW had torn off years ago. "The place is filled with historic photographs and artifacts. Even the salad bar is set up on restored baggage carts." Gordon urges you to sit at one of the trackside tables inside large parlor car-style arched windows. "Personally," he writes, 'Td go with the lasagna, the prime rib sandwich or pizza — especially the Coal Train Combo Pizza. I also claim they serve the best gin and tonic in town."

Out East, an anonymous tipster, rumored to be The Rev. Philip K. Smith, suggested that Richard and Donna Chambers write me. I'm glad they did. They own The Railroad House at the corner of West Front and South Perry Streets along the Susquehanna River in Marietta, Pennsylvania (717/426-4141). A visit showed it to be steeped in railroad history. The building dates to the 1820s when it satisfied the libation needs of river and canal men. The coming of the railroad, which covers the old canal basin and still passes just yards from the front door, resulted in it being used briefly as a station. In 1860, when the Pennsylvania Railroad built a trim one-story brick station just

across the street (it's still standing), the establishment continued as a boarding house and bar. The famous and colorful PRR President Col. Thomas Scott served as proprietor for more than 20 years following his retirement in the late 1800s.

Today the property is a bed-and-breakfast as well as an excellent restaurant. You can stay in one of ten rooms, including a front room that opens onto a second-story porch overlooking Conrail's two-track Lebanon Valley Branch, in a back room once occupied by Scott, or in the Summer Kitchen Room, a small suite off the patio out back. Dinner one evening in June was delicious, and five of the approximately eighteen daily freights passed in the two-and-a-half hours I was there (ask if the front window table is available).

Then, perhaps setting a record for correspondence recommending eateries, Marvin Doudna of Palm Beach, Florida, got a total of 22 of his favorite railroad-related places on a 20-cent postcard. Here it is verbatim:

"First I'll list stations I know with eateries: Denver, Portland, Emeryville, Chicago, New Orleans; Northeast Corridor stations, regular stops; LAUPT: *Autotrain*, Milwaukee, Kansas City, (microwave in some). Lineside places are led by Kountry Kitchen at Devore, Calif., beside Cajon Pass and the SP/UP/ATSF! Butler, Ind., my favorite in Midwest, a truck stop cafe near diamond commands view of NS/CR, both busy; several takeouts serve Linden, N.J., best in East; Berea, Ohio, station restaurant is the busiest on Conrail at a towered junction; eatery (without windows) is adjacent to Marion, Ohio, diamonds (Big 3, east); cafe is near Martinez, Calif., busy with *San Joaquin*, *CZ*, *Capitol* and *Coast Starlight* runs; convenience is near Porter, Ind., though legal parking is meager. Most British and European stations have eateries, usually viewing the tracks. Kalamazoo, Mich., has something. Albany and Hudson, N.Y., have cafes/snacks. Of course, eateries were once called 'beaneries' or 'hash houses.' One still serves Boston Bar, B.C., I think."

When asked for her favorite trackside eatery, it didn't take Janet Greenstein Potter, who resides in eastern Pennsylvania, long to identify Stazi Nilano, a station restaurant in the Philadelphia suburb of Jenkintown. "It's at the junction of three SEPTA lines," she pointed out, "so every few minutes there's a commuter train going by." At the intersection of Township Line and Greenwood Avenues, Stazi Nilano specializes in light Italian cuisine made fresh daily for lunch (215/885-9000). As if suddenly aware of the nationwide readership of RAILFAN & RAILROAD, she quickly added that other favorites include the Western Pacific depot in Sacramento, California, ("I'm not sure it's an eatery" [could she be thinking of Oroville?]) and the Canaan Union Depot in North Canaan, Connecticut. "There are so many I love, I'll probably think of a hundred others after I hang up," she closed.

I highly recommend "Great American Railroad Stations," and it might be a good idea to keep it in your car for permanent and frequent reference when planning, as well as while taking, trip. After all, you have to eat someplace. The book is available for $29.95 ($41.95 in Canada) at better book stores, or it can be ordered from the publisher by calling 800/225-5945, or from Carstens' Book Depot by calling 800/474-6995 or 201/383-3355.

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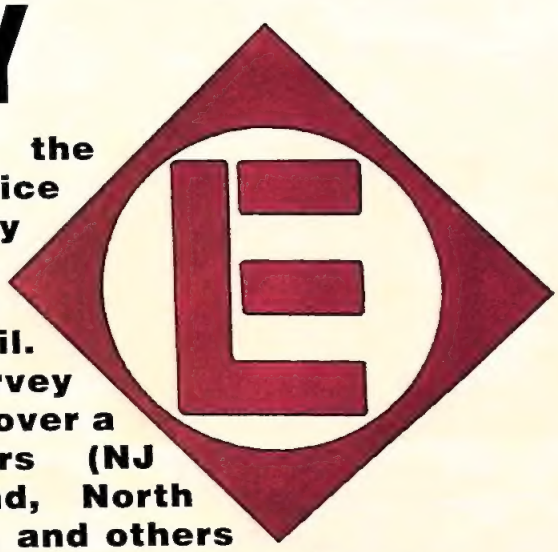

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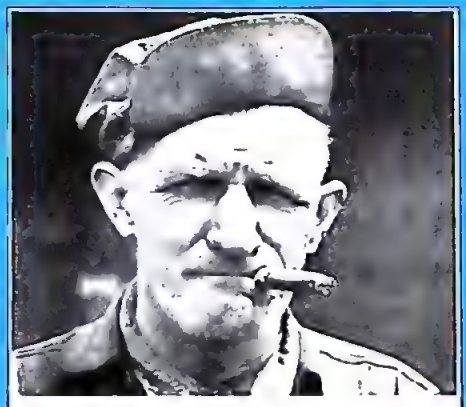

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Return of the NWP

ROMRAIL KODACHROME 25 VINCE PORECCA

NORTHWESTERN PACIFIC is the name of the newest railroad to run on the old NWP in northwestern California. The North Coast Transportation Authority now owns the former-SP/NWP between Schelleville and Willits, and they've adopted a paint scheme based on SP's famous "Black Widow" design. Former-SP GP9s 3844 and 3840 (**above** and **below**) were in Loveland, Colorado, on June 1, 1996, just out of the paint shop. On June 15th the 3844 lead the inaugural train (**bottom**) through Penngrove, Ca. See RAILNEWS.

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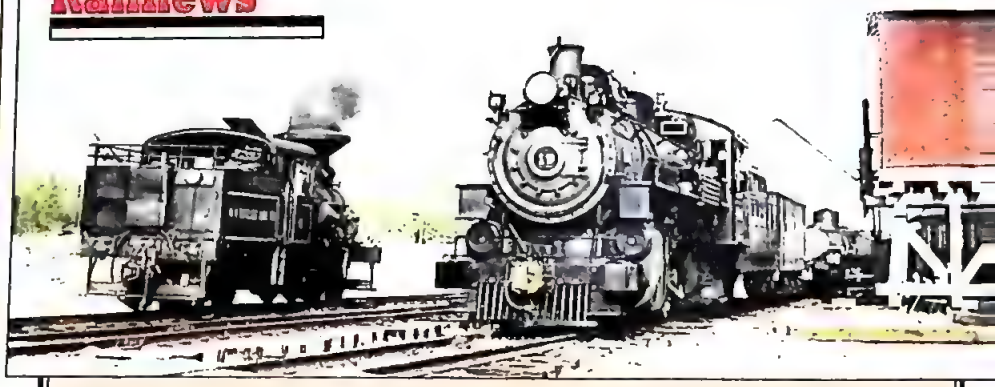

WEST COAST LOGGING LOCOMOTIVES are out and about in 1996. Sumpter Valley 19 operated on its home rails in eastern Oregon for the first time since 1940 on Memorial Day weekend while W.H. Eccles Lumber Co. Heisler 3 looked on. At the Port of Shelton, Washington, Hammond Lumber 2-8-2T No.16 pulled Rayonier 2-6-6-2T No.8 (below) on June 7th for members of the Northwest Logging Conference. This was the Mallet's first public move since 1964. See RAILNEWS.

TWO COLOR PRINTS MARTIN E. HANSEN

FUJI PROVIA MIKE DEL VECCHIO

MILWAUKEE ROAD 261 was homeward bound from Steamtown on June 13, 1996, when it passed the active semaphores along Conrail's "blade row" on the former-Erie Southern Tier Line in New York State. This one is at Smithboro, N.Y., and five other nearby semaphores are still in service. The 4-8-4 pulled a shippers special on the Buffalo & Pittsburgh on June 15th, and then ran like the wind across Ohio and Indiana over CSX. During the June 22-23 weekend the 261 was BNSF's guest of honor at the Galesburg (Illinois) Railroad Days. See RAILNEWS.

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Bay Head Jct. to Matawan, N.J. (FP-40) 1 hr. 11
Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min. 14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min. 10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min. 15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min. 13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min. 5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min. 4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min. 4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min. 4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min. 4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min. 9A
Providence, RI to Boston, MA (FP-40) 1 hr. 9B
Denver to Grand Jct.,CO (FP-40) Part 1. .1 hr.40 min. 17A
Part 2.....1 hr.40 min. 17B
Part 3.....1 hr.40 min. 17C
Part 4.....1 hr.40 min. 17D
Sparks, NV to Oakland, CA (FP-40) Part 1.....1 hr. 40 min. 18A
Part 2.....1 hr. 40 min. 18B
Part 3.....1 hr. 40 Min. 18C
Part 4.....1 hr. 40 min. 18D
White Fish to Havre, MT. (FP-40) Part 1.....1 hr. 55 min. 19A
Part 2.....1 hr.55 min. 19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min. 20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min. 20B
Chicago to Michigan City (FP-40) 1 hr. 21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min. 21-5
Toledo to Detroit (FP-40) 1hr.50 min. 21A
Detroit to Jackson (FP-40) 1 hr.35 min. 21B
Jackson to Kalamazoo (FP-40) 1hr.30 min. 21C
Albany to Croton-Harmon (FP-40) 1hr.50 min. 22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr. 22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min. 23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min. 23B
Springfield to Worcester, MA (FP-40) 1hr.15 min. 23C
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Enola, PA to Shocks Mills Bridge(SD-40) 1 hr. 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr. 24B
Holtwood to Port Deposit (SD-40) 1 hr. 24C
Port Deposit to Amtrak "OAK" (SD-40) 1 hr. 24D
Pittsburgh to Sutherville, PA (FP-40) 1 hr. 20-3
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Indian Creek to Rockwood (FP-40) 1 hr. 20-5
Rockwood to Hyndman (FP-40) 1 hr. 20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr. 20-7
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Martinsburg to Dickerson (FP-40) 1 hr. 20-9
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Chicago to Miller, IN (South Shore MU) 1 hr. 25A
Miller to Michigan City (South Shore MU) 1 hr. 25B
Michigan City to South Bend (South Shore MU) 1 hr. 25C
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Temple to Iron City (FP-40) 1 hr. 30-2
Iron City to Pell City (FP-40) 1 hr. 30-3
Pell City to Fairfield (FP-40) 1 hr. 30-4
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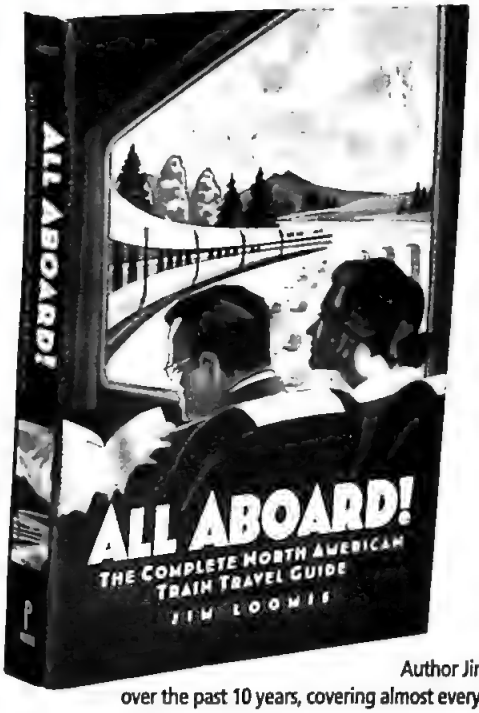

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RAILFAN EVENTS

SCRANTON, PENNSYLVANIA, through September 2. "Paintings by Gnl Teller (1899-1993): Railroads and Landscapes" at the Everhart Museum, Nay Aug Park, Tues-Sun 12pm-5pm. Over 50 paintings on display by the noted PRR calendar artist. Suggested donation $2 adults, $1 children. Information: 717/346-7186.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will be holding the following special events. Admission to museum $8 adults, $6 children and seniors. Special events may be slightly more

August 4, Vintage Transport Extravaganza. **August 31-September 2,** Railfan Weekend.

September 28-29, Members Weekend.

OHIO CENTRAL RAILROAD, P.O. Box 427, Sugarcreek, OH 44681 (330/852-4676) will sponsor the following extra trains. All are round trips. Reservations are required at the above number. Steam locomotives include ex-CNR 4-6-0 1551 and ex-BC&G 2-8-0 No.12.

August 10, Dennison to Zanesville, diesel, $65 includes lunch, boat ride. (Reservations 614/922-6776 this trip only).

October 6, "Fall Foliage Excursion", Newark to Dennison, steam one way. Adults $35, children $33 includes lunch. **October 12,** "Doubleheaded Steam Trip" from Sugarcreek. Adults $12, children $7. **October 13,** "Fall Foliage Excursion," Dennison to Gould Tunnel, steam one way. Adults $25, kids $22.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner. Pullman seating or office car charter available at higher cost.

August 17, Chattanooga to Lafayette, $46.

September 14, "Rails to Wings" air show trip, Chattanooga to Lafayette, $48 including air show.

October 5, 12, 19, 26, 27 and November 2, 9, Chattanooga to Trion, $54.

MILBANK, SOUTH DAKOTA, August 9-11. Trainfest '96 featuring rides on the Whetstone Valley Express between Milbank and Corona. "Dinner in the Diner", reservations required. Model trains, antique autos, rodeo. Dinner and ride: Adults $18, children $13. Ride only: Adults $12, children $8. Contact: Chamber of Commerce, 401 S. Main Street, Milbank, SD 57252; 800/675-6656.

CINCINNATI, OHIO, August 10. Summerail 1996 at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm. Multimedia slide shows by Rick Acton, Jr., Dale Brown, Terry Chlewak, Dan Finfrock, Ron Flanary, Mark Hemphill, Mike Leach, Brad McClelland, Garland McKee, David Oroszi, Mark Perri and Gary Zuters. Plus, railroad show and sale and visit to CUT's Tower A. Admission $10. Send payment to: Cincinnati Railroad Club, Summerail 1996, P.O. Box 14157, Cincinnati, OH 45250-0157.

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McCloud Spectacular, October 12-13, steam and diesel charter on the McCloud River Railroad.

NEW YORK, NEW YORK, August 22-October 19. "Trains and Chocolate" photo exhibition at the Manhattan shop of Richart, makers of world-famous chocolate, 7 East 55th Street, weekdays 10-7, Saturdays 10-6. Exhibition features the railroad photography of Joe Greenstein.

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August 24 Council Bluffs to Cedar Rapids. **August 25** Cedar Rapids to Chicago (Elmhurst). **August 26-30** layover in Chicago. **August 31** Chicago (Berkeley) to Milwaukee round trip.

September 1 Elmhurst to Union round trip w/ vintage diesels, visit IRM, train continues to Belvidere. **September 2** Elmhurst to Clinton one way w/ Metra train return. **September 3** Clinton to Des Moines *deadhead move*. **September 4-6** on display at Des Moines. **September 7** Des Moines to Boone round trip to Puffer Billy Days. **September 8** Des Moines to Omaha *deadhead move*.

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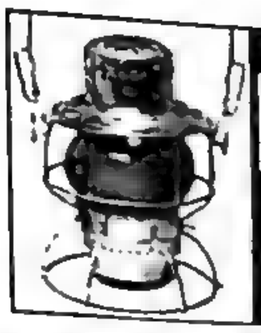

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ROMNEY, WEST VIRGINIA, August 31. Potomac Eagle "Petersburg Special" departs 9am for full day of scenery along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70 Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800-22-EAGLE.

TOBYHANNA, PENNSYLVANIA, August 31-September 1. "Peak of the Poconos Excursions" from Tobyhanna to Cresco, powered by an Alco C636. Saturday departures at 10am, 12 30pm, 3pm. Sunday departures at 12:01pm, 3pm. Adults $8, children under 12 $4. Information: Pocono Mountain Railroad Corp., 1015 North Main Avenue, Scranton, PA 18508, 717/344-8566.

BOONE, IOWA, September 7. Pufferbilly Days, Iowa's largest train festival. Trolley rides, swap meet, steam excursion with UP 844. Information: Scott Magee, P.O. Box 872, Mason City, IA 50401; 515/424-4187 or 515/424-8721.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions. Reservations are required.
September 7, Nashville to Watertown, $24-$49.
October 12 and October 19, Nashville to Watertown, $24-$49, also Columbia to Lawrenceville, $15-$49.

WHIPPANY, NEW JERSEY, September 7-8. "Railroad Festival '96 — A Fab Fifties Weekend" sponsored by the Whippany Railway Museum and the United Railroad Historical Society of New Jersey. Rides with historic diesels hourly from 12pm-4pm. Displays of '50s rail and highway equipment, Saturday night photo session. Train tickets (available day of trip) $6.75 adults, $3.75 children under 12, infants free. Information: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177. Night photo tickets $10 from: URHS, 158 Heights Terrace, Middletown, NJ 07748.

SPENCER, NORTH CAROLINA, September 14-15. Grand opening of the restored Spencer Shops roundhouse at the North Carolina Transportation Museum. Spencer shops workers reunion on Saturday, ribbon cutting at 2pm on Sunday. Information: Roundhouse Grand Opening, NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

MONTICELLO, ILLINOIS, September 21-22. Annual Railroad Days at the Monticello Railway Museum, 12pm-5pm. Freight and passenger trains with cab units, motor car rides, pile driver operation. All-day tickets $6 adults, $4 seniors and children. Information: Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 800/952-3396.

SPENCER, NORTH CAROLINA, September 28-29. 9th Annual Rail Days at the North Carolina Transportation Museum featuring Thomas the Tank Engine on stage, Buckingham Lining Bar Gang, special equipment displays, steam and diesel train rides, more. Information: Rail Days, NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

OMAHA, NEBRASKA, September 28-29. Railroad Days at the Western Heritage Museum, Saturday 10am-5pm, Sunday 12pm-5pm. Several pieces of rolling stock will be on display in the museum's new addition. Also a swap meet and entertainment. Admission $3 adults, $2.50 seniors, $2 children ages 5-12. Information: Liz Cajka, Director of Public Relations, Western Heritage Museum, 801 S. 10th Street, Omaha, NE 68108; 402/444-4775.

WILLIAMS, ARIZONA, October 4-6. Grand Canyon Chapter NRHS Railfan Weekend on the Grand Canyon Railway. Friday night banquet, Saturday trip to Grand Canyon behind ex-CB&Q 4960 and night photo session, Sunday shop tour and field trip. For information and ticket order form contact: Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86046; 520/635-1301.

ROMNEY, WEST VIRGINIA, October 5. Potomac Eagle "Railfan Special" departs 9am for full day of scenery and runbys along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th St., Parkersburg, WV 26104-2242; 800-22-EAGLE.

RHINELANDER, WISCONSIN, October 5-6. Inaugural run of Soo Line 2-8-2 1003 in conjunction with the Soo Line Historical & Technical Society convention, sponsored by the City of Rhinelander Rail Museum. Saturday morning trip from Rhinelander to Prentice, departs 8am, fare $45. Saturday

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afternoon trip from Rhinelander to Argonne Junction, departs 2pm, fare $30. Sunday trip Rhinelander to Ladysmith, departs 8am, fare $75 includes lunch. Tickets/information: City of Rhinelander - Rail Excursion, 4258 Pollyanna Lane, Rhinelander, WI 54501, 715/369-2606 or 715/282-5958

PRR SESQUICENTENNIAL CELEBRATION to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical & Museum Commission. Contact event organizers for detailed information.

October 5-6, Altoona, Pa. Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" See listing below.

October 11-13, Strasburg, Pa. PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

November-December, Harrisburg, Pa. Scale model of Abraham Lincoln's Funeral Train exhibit sponsored by the Dauphin County Historical Society. Contact: 717/233-3462.

ALTOONA, PENNSYLVANIA, October 5-6. Altoona Railfest '96 brings rail history and heritage alive at the Railroaders Memorial Museum, 9am-5pm. Talk with past and present railroaders, latest cars and locomotives on display. Separate rail trip around Horseshoe Curve available. Railfest tickets $10 adults, $4 children. Rail trip prices to be announced. Information: Railroaders Memorial Museum, 1300 Ninth Avenue, Building A, Altoona, PA 16602; 814/946-0834.

ROANOKE, VIRGINIA, October 11-13. The 1996 Roanoke Railway Festival will be held at the Virginia Museum of Transportation. Friday evening feature is the Kemper Dobbins Transportation Art Exposition. Saturday features Western Virginia Railfair, photography exhibition, symposium, bus tours, hobo jungle, Buckingham Lining Bar Gang, more. Norfolk & Western Family Reunion Picnic on Sunday. Admission required for all events. Information: 540/342-5670.

ORBISONIA, PENNSYLVANIA, October 12-13. East Broad Top Railroad Fall Spectacular with narrow gauge steam-powered passenger and freight trains, gas-electric car operations and shop tours. Trolley operations at adjacent Rockhill Trolley Museum. Information: 814/447-3011.

HOBOKEN, NEW JERSEY, October 12-13, 19-20 and 26-27. Restored C&O 4-8-4 614 to pull fall foliage excursions to Port Jervis, N.Y., each day to support the proposed N.J. Rail and Transportation Museum. Photo runbys, a country festival and the restored Erie turntable will be featured at Port Jervis. Coach fares $59, kids under 12 $40, private cars $200. Contact: Iron Horse Enterprises, One Railroad Ave., Lebanon, NJ 08833; info only 908/236-2200 (no phone ticket orders, yet).

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

October 17-23, motorcoach tour from Chicago to tourist railroads in Indiana, Kentucky, Tennessee, North Carolina.

November 5-9, motorcoach tour from Chicago to Branson, MO. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, Ia., via the *Southwest Chief*.

December 27-January 1, Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

ROCKFORD, ILLINOIS, October 19. Midwest Railfest sponsored by the North Western Illinois Chapter NRHS and Rock Valley College. Slide shows and railroadiana sale from 11am-7pm. Admission $6. Tickets/info from North Western Illinois Chapter NRHS, Box 5632, Rockford, IL 61125; 815/654-2087.

NORTH CONWAY, NEW HAMPSHIRE, October 19. 22nd Annual Railfan's Day on Conway Scenic Railroad. Steam, historic diesels, freight and mixed trains between Conway and Sawyers River, model railroad, displays. Special trip to Fabyans over Crawford Notch Line with photo runbys. All day pass Conway-Bartlett $31.95, children $15.95. All day pass Conway-Fabyans $46.95, children $23.95. Information: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947. 603/356-5251.

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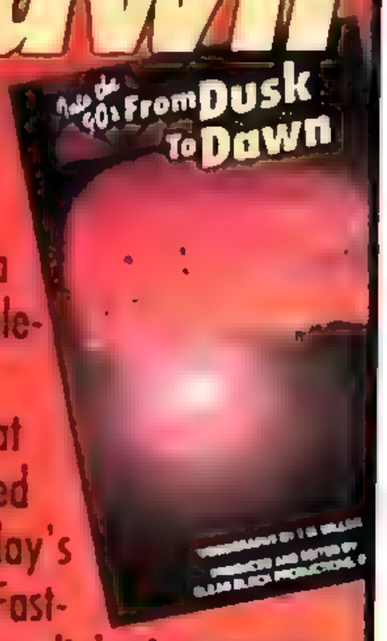

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LOS ANGELES, CALIFORNIA, October 21-November 4. "Autumn in the Ozarks" tour from Los Angeles to Branson, MO, sponsored by the Pacific Railroad Society. Private car to Kansas City via Amtrak, UP excursion train with 844 and E9s to Branson. Cost from $2000 to $2945. Information: Pacific Railroad Society, c/o B.L. Sibert, 777 East Valley Blvd. #70, Alhambra, CA 91801; 818/570-8651 or 213/283-0087.

UNION PACIFIC EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

SCRANTON, PENNSYLVANIA, October 25-27. Anthracite Railroads Historical Society and Erie-Lackawanna Historical Society joint convention. Rail excursions, seminars and tours. Information: Convention, c/o ARHS, P.O. Box 519, Lansdale, PA 19446-0519.

WELLSBORO, PENNSYLVANIA, October 26-27. "Wellsboro Rail Days" on the Tioga Central with six excursions over the Wellsboro & Corning. One trip will cover all the trackage to Gang Mills, NY. Alco power on mixed trains with runbys, also a swap meet and model train display. Information: Rich Stoving, Tioga Central Railroad, P.O. Box 269, Wellsboro, PA 16901; 717/724-0990.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648 is sponsoring the following foreign steam tours. Send SASE for details.

Northeast China September, linesiding around Chengde, Yebaishou and Chaoyang, plus industrial steam in Anshan, JS 2-8-2 workings around Tonghua and repair shops at Changchun. **Ukraine** September 9-20, multiple gauges.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following foreign rail tours:

Steam in the Andes August 11-18, Baldwin steam charters on the G&Q Railroad in Ecuador.

South China Tropical Steam September 21-October 6, steam in daily service in Guangdong, plus railfanning in Hong Kong and on Hainan Island.

Paraguay Steam Adventure October 11-20, five steam charters plus street car in Asuncion.

Best of South America October 19-November 17, four countries, 33 lines, 7 gauges, steam/diesel/electric/railcars, 25 companies, 3550 miles, plenty of runbys.

RAILROADIANA MEETS

SAN DIEGO, CALIFORNIA, August 1-31. San Diego Model Railroad Museum Operating Exhibit/Show will operate every day except Mondays at Casa De Balboa Park, 1649 El Prado, Tues.-Fri. 11am-4pm, Sat.-Sun. 11am-5pm. Admission $3 adults, under 15 free.Contact:: John Rotsart, 1649 El Prado, San Diego, CA 92101; 619/696-0199.

GREENLAWN, NEW YORK, August 4. East Meets West Train and Toy Show at the Huntington Moose Lodge, 631 Pulaski Road, 9am-1pm. Admission $3, under 12 free. Contact: Carmelo Sancetta, P.O. Box 1286M, Bay Shore, NY 11706; 516/666-6855.

GILBERTSVILLE, PENNSYLVANIA, August 11. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

ELMONT, NEW YORK, August 11. St. Vincent DePaul's Parish Model Train and Toy Show at St. Vincent's School Auditorium, 1510 DePaul Street, 10am-4pm. Admission $5, seniors $3, under 12 free. Contact: Frank Deorio, 1500 DePaul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 17. Sunshine Railroadiana and Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and SR 44, 9:30am-3:30pm. Admission $3, under 13 free. Contact: Phil Cross, 410 North Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

FRANKLIN SQUARE, NEW YORK, August 18. RR Lines Train & Toy Show at the VFW Hall, 68 Lincoln Road, 9am-1pm. Amission $3, under 12 free with an adult. Information: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

ATLANTA, GEORGIA, August 24. Southeastern Railroadiana Collectors' 19th Annual Railroadiana/Model Train Show at Georgia International Convention Center, south of Atlanta Airport adjacent to Sheraton Gateway Hotel, 9am-4pm. Admission $4, under 13 free. Contact: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

MILTON, PENNSYLVANIA, August 25 Central Pe[illegible]vania Chapter NRHS 21st Annual Train Meet at White De[illegible]Search & Rescue Hall, Rt. 45 south, 9am-3pm. Admission $3[illegible]nder 12 free. Contact. William Lawton, RR 2 Box 472W, Sunbury, PA 17801; 717/286-1915.

CLEVELAND, OHIO, August 25. Trolleyville's Trainfest Train Show, 7100 Columbia Road, 10am-4pm. Admission $3, family $5. Contact: Carolyn Hassell, Trolleyville, USA, 7100 Columbia Road, Olmstead Township, OH 44138; 216/235-6556.

PARMA, OHIO, August 25. Cuyahoga Valley "S" Gauge Association Annual All Gauge Model Train Show at Local 1005, UAW Hall, 5615 Chevrolet Blvd , 10am-4pm. Admission $3,family $6. Information: Kim Koschki, 216/635-0222.

WALLINGFORD, CONNECTICUT, August 25. NYNH&Hartford Train Show at the Stillwood Inn, 1074 South Colony Road, Route 5. Information· 203/469-9048.

PENNDEL, PENNSYLVANIA, September 7. Penndel Train Meet and Toy Sale at the Penndel Firehouse Hall, 220 Centre Street from 8am-1pm. Admission $3. Contact: Joseph Chmielenski, 799 Woodlane Road, Edgewater Park, NJ 08010; 609/387-2580.

MONROE, LOUISIANA, September 7-8. Twin Cities Model Train Expo '96 sponsored by Ouachita Heritage Chapter ABWA at the Monroe Civic Center Conference Hall, Saturday 10am-5pm, Sunday 10am-4pm. Admission $3, children $1. Contact: Claudine Cartwright, P.O. Box 1504, West Monroe, LA 71294; 318/249-4751.

MOUNT ARLINGTON, NEW JERSEY, September 8. 2nd Annual New Jersey Midland Railroadiana Show and Sale at the Mount Arlington Four Points Sheraton, Howard Blvd. at I-80 exit 30, 9am-4pm, in conjunction with the National Association of Timetable Collectors. Information: New Jersey Midland Railroad Historical Society, Box 6125, Parsippany, NJ 07054.

ROCHESTER, NEW YORK, September 8. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at the Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Admission $3, children $1. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999; or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

WINSLOW, NEW JERSEY, September 8. The Great Winslow Junction Scale Train and Railroadiana Meet at the WinslowFire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, children under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

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WHITE RIVER JUNCTION, VERMONT, September 14. Smith-Thompson Model Railroad & Railroadiana Show at the American Legion Hall, 36 South Main Street, 10am-5pm. Admission $2, children under 12 $1, family pass $5. Contact: Smith-Thompson, P.O. Box 828, White River Junction, VT 05001, 802/296-3001.

EAST PEORIA, ILLINOIS, September 15. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free. Contact: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

JOLIET, ILLINOIS, September 15. Blackhawk Chapter NRHS Swap Meet at Harwood Post American Legion Hall, I-80 at Larkin Avenue (exit 130), 9am-2pm. Admission $1, under 5 free. Contact: Bill Todd, 921 Darius Lane, Naperville, IL 60565; 708/983-0017.

MISSOULA, MONTANA, September 15. Missoula Model Railroad Club Train Show at 3100 South Avenue W, 10am-4pm. Admission $2, under 12 $.50. Information: Bill Taylor, 917 Parkview Way, Missoula, MT 59803; 406/721-2351.

LYNNWOOD, WASHINGTON, September 15. 18th Annual Sooper Swap Meet and Train Show sponsored by the Swamp Creek & Western Railroad Club at the Scribner Lake High School gym, 11am-4pm. Admission $3, children under 12 $1. Information: SC&W RR Club, 211 Railroad Ave., Edmonds, WA 98020.

TEMPLE, TEXAS, September 21-22. Centra-Mod Model Train Show and Texas Train Festival sponsored by Central Texas Model Railroaders at Frank Mayborn Convention Center, Saturday 10am-6pm, Sunday 11am-5pm. Admission $4, children under 12 free with adult. Contact: Betty Neill, P.O. Box 2453, Temple, TX 76503; 817/778-8294.

WALLINGFORD, CONNECTICUT, September 22. NYNH& Hartford Train Show at the Stillwood Inn, 1074 South Colony Road, Route 5. Information: 203/469-9048.

RUTLAND, VERMONT, September 28. 12th Annual Rutland Railroadiana and Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Information: Karen and Nilo Korpi, 43 Hemlock Road, Milton, VT 05143; 802/893-4157.

HAYWARD, CALIFORNIA, September 29. Golden Gate Lionel Railroad Club Scale and Toy Train Sale & Show at Centennial Hall, 22292 Foothill Blvd., 11am-5pm. Admission $5, children under 12 free. Contact: Bill Stunz, 5549 Fernwood Drive, Newark, CA 94560; 510/794-0620.

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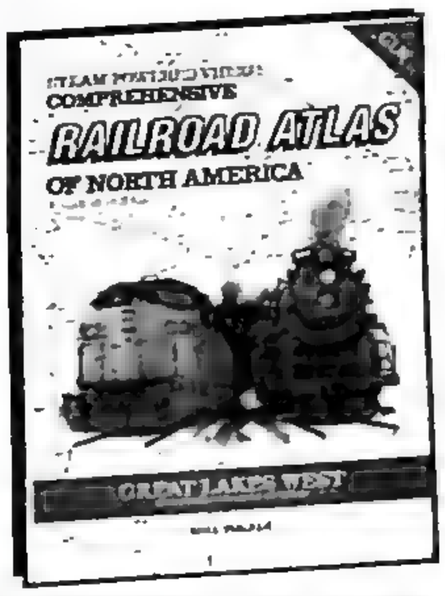

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New Arrivals

"Operation Fast Freight," from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400, is a circa 1950 color public relations film produced by the N&W to promote its fast handling of freight. The show is based around boxcar 50450 which is followed from Columbus,

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Ohio, to Norfolk, Virginia, and it's hauled and handled entirely by steam on "Time Freight 86." During the journey, the film shows you every aspect of moving a freight car, from the local station agent loading baby chicks into an LCL (less than carload), to the telegraphers and block operators, to dispatchers, shop people and operations, clerks and salesmen. The 50450 is hauled by the best, Class A's and Y's on the main line, and en route the K-class 4-8-2s and J-class 4-8-4s are plentiful. The production was professionally shot on 16mm Kodachrome, and Pentrex computers enhanced the entire production for maximum color and consistency. This an excellent tape that presents as true a video slice of the steam era as any tape I've ever seen. If you're at all interested in the old days, add this one to your library. 23 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Feature Reviews

"Into the 90's: From Dusk to Dawn," from Clear Block Productions, P.O. Box 527, Marion, OH 43301; 800/645-5813; VISA and MasterCard accepted, VHS only, 90 minutes, $25.00 plus $2.00 shipping (Ohio res. add 6% sales tax).

In your busy travel schedule for railfanning, the last thing that's needed is something that will cut into your already scarce sleep time. After viewing *From Dusk to Dawn*, however, you may be inspired to keep the camcorder rolling all night long.

Videographer Todd Miller has assembled a series of scenes, shot mostly in the upper Midwest, of trains after dark. He shows that video can capture all the drama of night railroading. Don't look for any technical information on trains in this tape — except for a couple of opening sentences, there is no narration. The purpose of this tape is to encourage others to try night video, and it succeeds in delivering its message.

The tape opens with scenes from Marion, Ohio, where Conrail, Norfolk Southern and CSX all intersect. An approaching thunder storm provides dramatic skies, and several sequences feature lightning. It is quickly

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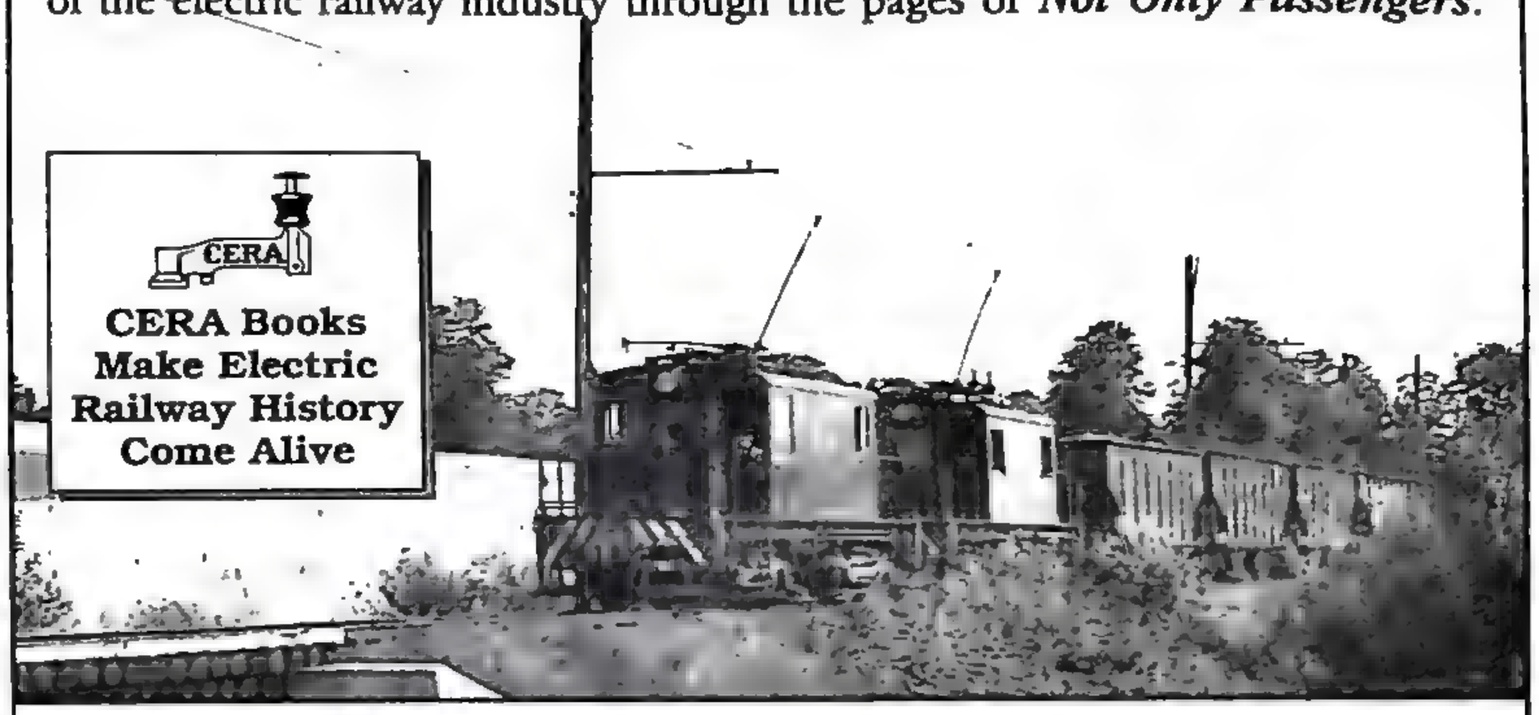

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apparent that the glare from approaching headlights on locomotives renders nothing more than a bright blob. For this reason, the tape features a mix of broadside and going away views in addition to "comin' at ya" shots. The only time the camera is not rock steady is when a gust of wind almost carries the camera away.

A later Marion trip features winter scenes with switch heaters blazing as trains pass. One favorite scene is of a local backing up caboose-first with a flickering red fusee on the platform. Marion also gives us our only view of steam as Nickel Plate 765-*cum*-C&O 2765 passes on a ferry move behind a diesel.

Christmas lights make neat props, and they are put to good use in downtown Royal Oak, Mich., as the Grand Trunk rumbles across the main street. BN at Christmas is also featured passing through appropriately named Holly, Michigan. The strength of a going-away view is demonstrated in Gaines, Michigan, where the headlight illuminates the depot before the train enters the scene.

A couple of sequences at Fort Madison, Iowa, are worth noting. First we see a smoky mill with equally smoky Santa Fe warbonnets entering town. Next we go to the TP&W yard to see night switching with crews giving signals with lanterns. Moving north to Sturtevant, Wisc., on the Soo Line (the blinking holiday lights on the station reminded me of Snoopy's dog house in *A Charlie Brown Christmas*). The white lights, white snow, white units and white station make for ideal night video.

Fog gets into the picture at Rochelle, Ill., with headlight beams piercing the murk. Another moody shot is at Naperville where a Metra F40PH-2s oscillating headlight sweeps through the fog. The tape moves east for the final two sequences, first on the Northeast Corridor at Perryville, Md., where AEM7s send sparks flying off the overhead (this tape would benefit from more scenes in electrified territory). We conclude with CSX and MARC action at Point of Rocks.

The tape's strength is its composition. Todd Miller obviously did more than just set his camera by the tracks. One memorable sequence starts tight on a green signal, then pulls back to show dark grade crossing lights. After the lights have been in the scene for a couple of seconds, they suddenly start flashing and the bells go off, then the camera pulls back as a train howls across the street and the signal drops to red. Cool!

The tape was shot at a variety of locations (I counted 18), each introduced by a brief

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graphic giving the town's name and the railroads represented. Like a photo book, *From Dusk to Dawn* relies on its visuals. The only sound is what the trains were making (plus thunder and assorted street noises). The lack of narration doesn't detract from the show — those who want to know what Amtrak train that was can look it up. This tape provides inspiration to videographers to get out and try this stuff — in fact, there's a pamphlet enclosed with night video hints. Even if you're not a videographer, *From Dusk to Dawn* makes great background for your next pizza session — S.B.

"261 Winter Spectacular," from Goodheart Productions, Box 47131R, Chicago, IL 60647; 800/ 482-1522 or 312/384-3804; VHS only, VISA and MasterCard accepted. 56 minutes, $29.95 plus $4.00 shipping (Ill. res. add $2.62 sales tax).

There's nothing quite so spectacular as the sights and sounds of big steam working hard in the snow. It's 1996, and this sort of thing is very rare, especially with steam-heated cars. Only SP 4449, UP 3985 (in a fluke October snowfall) and C&O 614 during the 1985 coal tests in New River Gorge have had prolonged runs in the snow, to my memory — and all of these happened about a decade ago, at that. The combination of Milwaukee Road 4-8-4 261 in Scranton, Pa., Steamtown people agreeing to run winter trips and an engine crew for whom Eastern winter is probably like May in Minnesota, aligned the planets to permit five full days of excellent winter running in February 1996 on the Pocono Mountain grades of the old Lackawanna Railroad. Those who were not there can get a very good idea of what the fun was about by viewing this current event, runpast-oriented tape.

The weekend starts Friday with a tour of the 1920s-built steel wedge plow that the Delaware Lackawanna owns and today will be pushed by 261. We ride the cupola, looking both back at the stack and at the clear track ahead. Runbys start at Nay Aug Tunnel, complete with heavy ice over the portal. We hear the plow's air horn as well as the melodious "guest" steamboat whistle from a Lehigh & New England 2-10-0 which was used all weekend. Moving uphill there are more runbys with the plow in falling snow,

No. 261 Winter Spectacular

Photo by John Tully

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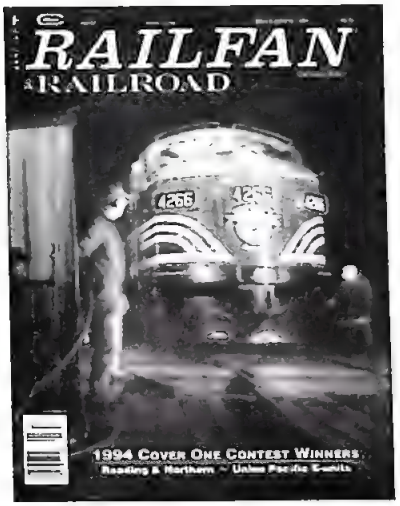

Take a shot at getting your photo on the front cover of the December 1996 issue of RAILFAN & RAILROAD by entering our 1996 "Cover One Contest." This year's theme is simply railroading. Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the RAILFAN & RAILROAD title banner across the top. See the August 1996 MARKERS column for details. Closing deadline for entries is September 3, 1996. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up will be awarded.

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and runbys at Tobyhanna with 261 solo as the powder falls.

Saturday finds us riding an eight-car passenger train. Runbys at Nay Aug start the day, and we see the tunnel smoking by itself (but not inhaling). There are cloudy runbys at Elmhurst from two angles and four sunny and smoky runbys at Tobyhanna from different angles. An extra bonus is the unannounced role of Steamtown's CPR 4-6-2 2317 — pulling the train back to Scranton both days after several runbys of its own at Tobyhanna. Great sounds abound from the handsome Pacific, surrounded by crystal skies, fresh snow and cold temperatures.

Sunday is more of the same with some twists. First, a pair of 261 fans get married in the cab prior to departure; the bride is dressed in white "on the road of anthracite." Today we see runpasts from the now-clear roads. The sunny runby which produced the jacket cover photo is here, as are numerous scenes of ice harvesting on old Mill Pond No.1 at Tobyhanna, recalling the days when Pocono ice went to Scranton for DL&W's Pullmans and reefers. Backlit runbys in the background complete the timeless scenes.

The next two days are photo freight time. With riders in a coach at the end of a freight consist, runbys were selected for tighter but more photogenic locations. Multiple runbys occur as we rearrange the train on an "S" curve next to more icicles to put some grafittied cars deeper into the consist. Numerous runbys on the way up culminate in falling snow at the abandoned Gouldsboro tower.

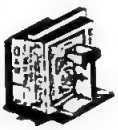
Tuesday's freight coverage starts pacing the engine from the Scranton yard up to Nay Aug tunnel. The camera travelled alongside 261 on a parallel track for a steady, front three-quarter view. Many runbys at different locations ensue. But the temperature has risen and rain is falling on the snow. That spells *fog*. Images of a ghost train are heard and seen, as today we ride the "eerie Lackawanna," to lift a line from the narration. A few of the foggy shots are really impressive, with the 261 not appearing until it's right on top of you. Our last runbys are at Moscow station. We ride the cab for one, hearing from the engineer and fireman what they do to put on a show with proper smoke while handling the train and engine safely.

Technically, most of the raw video was filmed in Betacam SP with fine sharpness and sound. There are a few scenes filmed in Hi8. Editing is straight forward. Some of the runbys are repeated by multiple angles of the same runs. But then, an instant replay from a different angle isn't so bad.

The 261 crew, NPS staff, and employees of the Delaware Lackawanna short line are to be commended for persevering in the bitter cold. Those who say winter railroading is a pain are correct, but if everyone and the equipment can maintain their cool, so to speak, it can be rewarding for all. Buy this tape for the sheer joy of big steam in the snow. The ice harvesting with backlit steam running on a distant fill is a timeless image from early in this century and worth the price of admission. Since winter trips at Steamtown promise to become annual events, be sure to come out for next year's festivities — TOM KELCEC.

Railroadiana

BY STEVE BARRY



It's Guide month

Two of the most significant annual guide books for railfans showed up at about the same time, so this month we've decided to look at each in detail.

Canadian Trackside Guide

If you're going to Canada, been to Canada, like Canada or live in Canada, then the **Canadian Trackside Guide 1996**, published by the Bytown Railway Society, is an absolute must. Everything you want to know about current Canadian railroad operations is presented in over 650 pages.

Roster information is presented by railroad, with the two major systems broken down several different ways. First comes a conventional roster by unit number, with footnotes galore (Grand Trunk Western and Duluth, Winnipeg & Pacific are incorporated into the Canadian National roster; likewise, Delaware & Hudson and Soo Line are incorporated into the CPRS roster). After the conventional roster comes rosters by builder, by maintenance base, leased units, extinct models and preserved units. The smaller roads (as well as VIA) have conventional rosters with oodles of notes. Rosters of locomotives of U.S. roads seen in Canada are also presented. Finally, all Canadian units dropped from the rosters since the 1995 *Guide* was published are listed.

The second section is a province-by-province listing of industrial locomotives, with an alphabetical listing by company at the end, plus a list of deletions since 1995. The third section is a listing of all preserved Canadian railway equipment by province. Also listed is Canadian equipment preserved in the U.S., preserved Canadian locomotives by original railroad with changes since the 1995 *Guide*.

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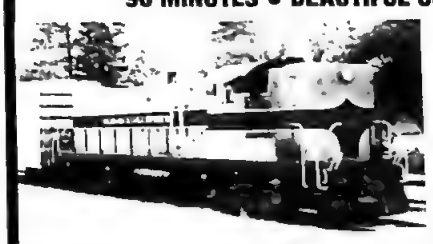

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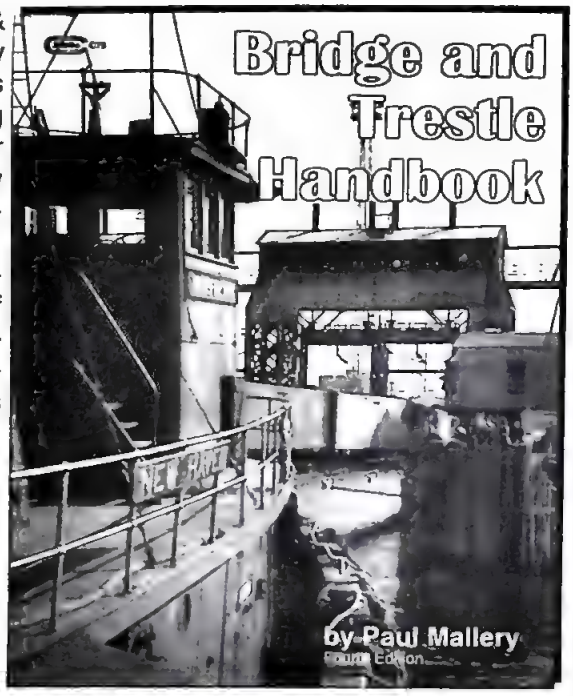

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worth the price of the book, but we're not through yet. Subsequent sections detail passenger cars, urban light rail systems, cabooses, rail mounted cranes, snowplows and spreaders, rail service equipment (Sperry cars and the like), maintenance of way and scale test cars. There's also a section with radio frequencies and train numbers.

Done? Not yet. Section 14 is the "Railfans Guide to Canadian Railways" with maps and employee timetable-style station listings of each subdivision. These listings, based on employee timetables but modified to a standard format for all railroads, list junctions, radio frequencies and locations of defect detectors for all of Canada. Also included are timetables for U.S. roads with Canadian run-through trains operating over them, so you get many Conrail lines in the Northeast and BNSF in the Great Lakes area. There's also addresses for tourism departments in all the provinces and an alphabetical index for all Canadian railroad subdivisions.

Whew! Wrapping things up are passenger schedules for VIA, BC Rail, Algoma Central and other assorted regular, tourist, commuter and Amtrak runs. There's a list of signal indications so you won't wonder what red-over-green-over-flashing-green means. There's also locomotive whistle codes, seven city maps and (incredibly) 24 pages of reporting marks. All of this for $17.95!

While we're at it, we'll also mention that the Bytown Railway Society membership is $26.00 per year ($32.00 in Canada) and includes eleven issues of *Branchline*, which is *the* magazine of Canadian rail news (same address as the *Guide*).

Of all the reference sources that are issued annually, the *Canadian Trackside Guide* always goes to the top of the list for completeness, and it's 99⁴⁴⁄₁₀₀% accurate — a model for such endeavors. Every year it gets bigger and better, and we can only wonder what can possibly be added in 1997.

The guide costs $17.95 (U.S. or Canadian) plus $3.50 handling (Canadian residents add 7% GST) from Bytown Railway Society, P.O. Box 141, Station 'A', Ottawa, Ontario, Canada K1N 8V1.

The 31st Annual Steam Passenger Service Directory, published by Kalmbach Publishing Company, 21027 Crossroads Circle, Waukesha, WI 53187; 414/796-8776; 328 5½"×8½" pages, softcover, $14.95 plus $3.00 for fourth class shipping or $4.50 for

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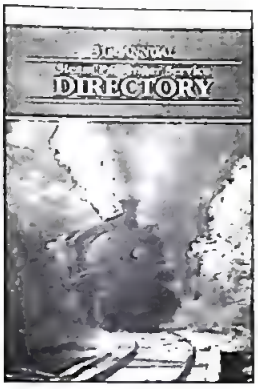

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Clearly one of the institutions of our hobby has been the annual *Steam Passenger Directory*. Begun in 1966 by Marvin Cohen of the Empire State Railway Museum in Middletown, N.Y., with help from Steve Bogen of Quadrant Press, that first edition contained 62 listings. Since then the tourist railroad industry has grown in leaps and bounds, and so has the *Directory* which had 346 entries 30 years later in 1995. New with the 1996 version is the publisher, Kalmbach Books, which has added the *Directory* to its long line of useful reference books. Each year we R&R editors almost wear out our copy as we reference it nearly each time we write about a tourist line.

The 1996 edition is nearly identical in layout to the predecessor volumes. After a spacious introduction and a few pages of advertisements and color photos, the body of the book gives each attraction a full page with a photo and a brief description of the ride plus a summary roster of equipment, directions to the site, phone numbers and public transportation options. Discount coupons are included for many listings. The photos with each entry are mostly up to date and reproduced better than most previous volumes. Entries are arranged alphabetically by state and city followed by Canadian entries in the same order. The 1996 *Directory* has 350-plus photos and nearly as many listings.

I was impressed that the 1996 *Directory* was up to date enough to include a photo of back-to-back Algoma Central F-units in the new red paint, and that the Big South Fork

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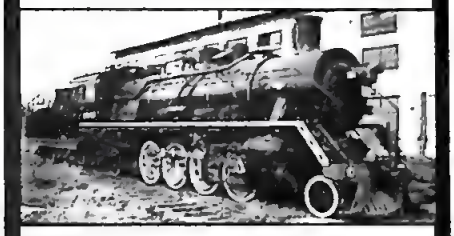

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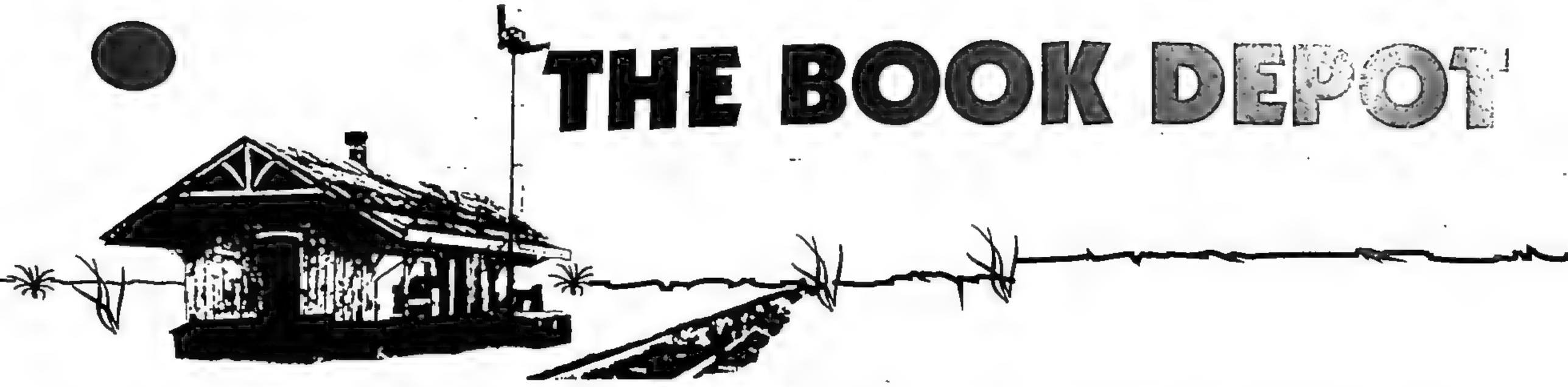

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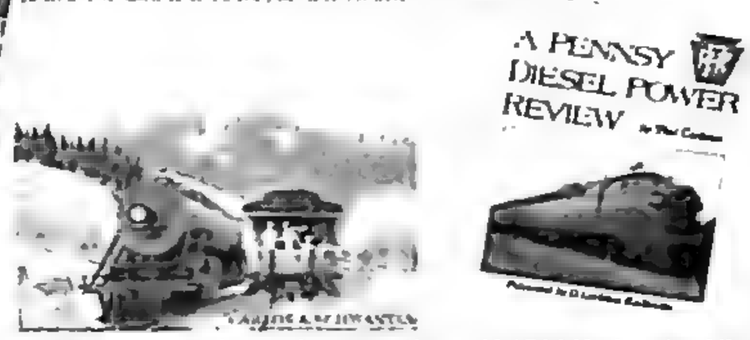

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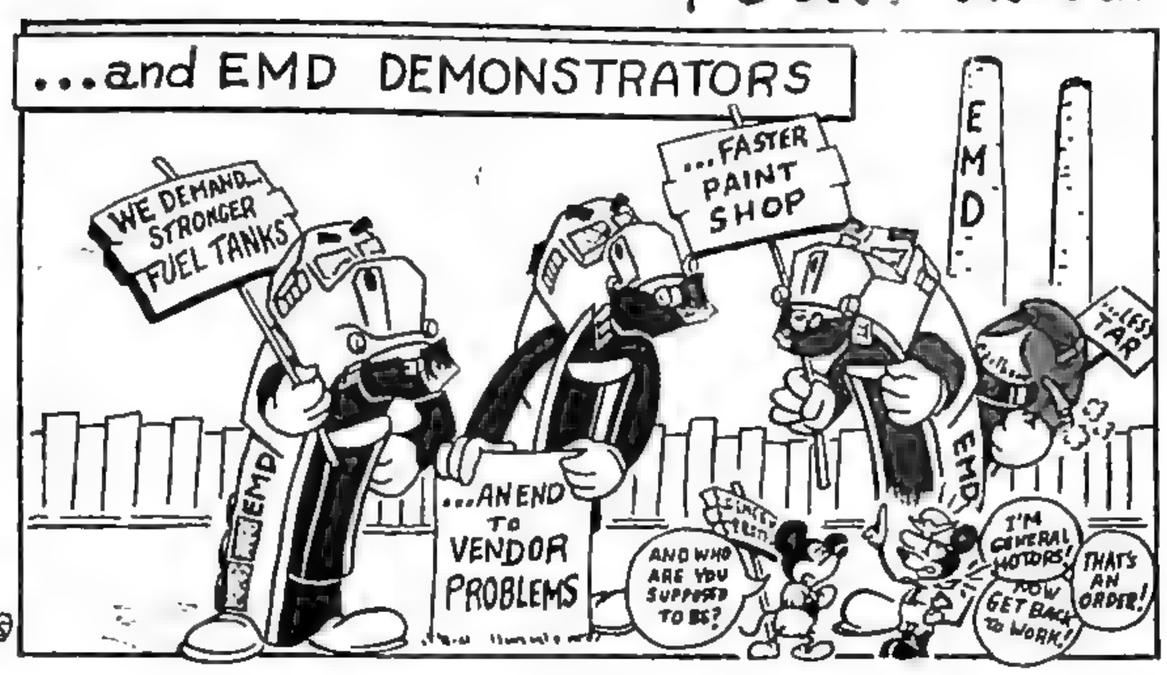
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Scenic was listed at all, considering it's a new line operating on the old Kentucky & Tennessee out of remote Stearns (4501's home after the Southern sold her).

However, a few perusals revealed some familiar operations that weren't included, and one by one the omissions began to add up. Perhaps you've heard of some of them: Knott's Berry Farm and its authentic Rio Grande narrow gauge steam-powered consists; the *Napa Valley Wine Train,* the most famous dinner train of 'em all; Philadelphia's Franklin Institute with its Baldwin three-cylinder 4-10-2 demonstrator that rolled back and forth on a regular basis; the Canadian Railway Museum in Delson, P.Q., Canada's "national" collection with 21 steam locomotives and more than a dozen diesels; the Black River & Western *and* the New Hope & Ivyland (both are alumni from the very first *Directory*, and BR&W 2-8-0 No.60 appears in the foreward to boot!); the Cape May Seashore Lines with eight of PRSL's fleet of 12 Budd RDC's; Delaware's Queen Annes Railroad; Cape Cod Railroad; the Hagerstown Roundhouse Museum; the San Francisco Cable Car Museum, or the Ogden (Utah) State Railroad Museum. With only one 7½⊕ gauge line listed, most of Florida was missed — not included were the Gulf Coast Railway Museum, the Gold Coast Railway Museum (battered by Hurricane Andrew in 1992, it's still open and operating), the Seminole Gulf excursions, the Flagler Museum and Disney's genuine steam-powered narrow gauge near Orlando. Susquehanna's daily OnTrack service out of Syracuse, N.Y., run with Budd RDC cars and occasionally Burlington E-units or 2-8-2 142, is also not listed. And speaking of Budd cars, BC Rail's Lillooet service isn't mentioned, and neither are the Royal Hudson steam-powered runs to Squamish or the periodic trips with 2-8-0 3716 to Whistler.

Curious is the lack of mention of the New River Train (which may operate in some form), the Cotton Belt Rail Historical Society (which opens the Pine Bluff shops to the public, and also operates excursions) or the United Railroad Historical Society of New Jersey which operates main line excursions with historic diesels. The *American Orient Express* luxury train currently touring the U.S. isn't listed, and no mention is made of the historic trolleys running in the City of New Orleans, or the Cuyahoga Valley Line or Stone Mountain.

Union Pacific, the only Class 1 that maintains an excursion fleet, won't be happy to see the absence of a listing for their steam program or their Cheyenne-based historic diesel collection. There is a listing for the Pacific Limited Group, an excursion operator that became the UP Steam Team's biggest customer. But PLG doesn't sponsor all of UP's trips by a long shot, and the casual reader won't know to check the PLG listing. The UP-supported Western Heritage Museum in Omaha Union Station isn't mentioned, and niether is nearby Kennefick Park with its Big Boy and Centennial on display in perfect afternoon lighting.

The *Steam Passenger Service Directory* in recent years had a title / purpose conflict in that it also lists some indoor exhibits, roadside rolling stock and many model railroad layouts (which are good but hardly qualify as passenger service). But of the 60-plus railroads that operate dinner trains, maybe a half dozen with steam, only two are listed as such, although some of the listed roads offer dinner trains. Oregon's City of Prineville, not listed at all, pulls occasional dinner trains and excursions with Mt. Emily Shay No.1. The *Spirit of Washington* dinner train isn't listed, and neither is the *Spirit of Oregon* and its rare pair of shiny Alco C415s, or Nashville's *Broadway Dinner Train.*

I found the initial news of Kalmbach taking on the *Directory* quite good, as the combination of Kalmbach's financial resources and industry knowledge from the staff of *Trains* Magazine and armada of correspondants should keep this tourist road icon complete, accurate and in print. However, with 1996 being the first Kalmbach edition, perhaps there were some teething troubles. Regardless, such significant and numerous omissions (there are more missing, and I didn't compare it to a previous *Directory* or one of George Drury's Guides) won't do the industry or the publisher's reputation any good.

But don't put all the blame on the publishers — volunteer railroaders and railfans are traditionally terrible self-promoters, and some theme parks won't complete the inquiry. Free inclusion in the *Directory* is exposure that any rail attraction shouldn't miss. If your tourist railroad, museum or passenger-hauling railroad didn't get into 1996, make the effort to be included. Call Julie LaFountain at 414/796-8776, extension 493. And, yes, the publisher should also make an effort to see that at least the significant roads are included.

What's in the 1996 *Directory* — and there is a lot — is well presented and useful. But hang on to your previous volumes — M.D.

Camera Bag

BY JIM BOYD

Contributing Feature Articles

GUEST COLUMNIST: MIKE DEL VECCHIO

Our incoming mailbags quite often contain complimentary notes about the news and feature stories covering obscure and interesting railroads with rare or unusual locomotive fleets. Publishing many such stories is no accident, as we go well out of our way to find these operations and put stories about them in print. The same goes for coverage of significant events — it's a lot of work to get these stories, sometimes taken over the phone, quickly into print so that when the magazine's available on the newsstand the event is still fresh and the news is still news. So consider it the mission of this month's column to encourage readers and aspiring rail-writes and photographers to consider submitting feature articles and news stories.

There are still literally hundreds of interesting segments of main line, colorful short lines and bastions of interesting motive power that haven't yet been tapped. And, surely, many of you are aware of such a line near your home and wondered why no one has covered it before. Tourist and steam roads, especially, make great feature subjects as each has its own story to tell and many readers can easily work a visit in on weekends or during family vacations.

We're basically a small company, and we haven't established any firm editorial guidelines since, to us, it's more important to get the story than to worry about following arbitrary procedures. If we can read your article and the photographs are decent, and it tells a story we're interested in, we'll run the piece. We prefer original slides, but color or black-and-white prints often reproduce fine — but the prints must have a glossy surface, as today's image scanners pick up the pebbly surface of textured prints. Also, avoid sending prints larger than 8⊕↔12⊕ as they don't easily fit into file folders.

Keep in mind that the article must tell a story. If you're not sure what to say, a good way to start is to pretend you are writing a letter to a good friend who's never been to that railroad before. Explain how to find the railroad and where the trains are; talk about what makes that line interesting or significant. Mention what the railroad hauls and why it still exists in today's world. And mention where its headquarters and locomotive shops are. Provide the very information you'd want to know if you had not been there before. Describing a line's significance doesn't mean that you have to get bogged down in an over-detailed history, or research, since the point of the story is usually today's operations. We have worked from hand-written manuscripts, but most are typewritten. It's easiest for us if feature manuscripts can be also sent on an IBM-compatible floppy disc with the text in ASCII format (we edit in WordPerfect 5.1).

Before getting started on any article project, it's a good idea to either call or write to an editor (include your day and evening phone numbers in your letter) about your idea. This prevents duplicate efforts, since at any one time we have dozens of feature articles "on deck" and other authors working on stories. We would hate for a new author to be discouraged because their first effort was returned to them because the project had already been given to someone else.

Why are we asking for more features? The railfan hobby is growing, and we'd like to encourage newcomers into sharing their hometown or favorite railroad with others. Seeing your work published is a gratifying experience, and it helps give a sense of purpose to the hobby — and cashing that payment chesk isn't bad, either. Getting published isn't all that difficult; remember that the person behind every byline you see in any magazine had to begin somewhere, and every one of them probably went through a case of the first-time jitters.

Some words about sending material through the mail: Keep your packages firm and flat. And don't put staples anywhere near your photographs and slides — all envelopes can be sealed with sticky tape. Each slide or photograph should have your name and address on it and somewhere in the package should be basic inventory of what's been sent, ie., "15 slides, 10 color prints and a disc." Envelopes containing slides should be larger than 5⊕↔8⊕ to keep them from entering the most damage-causing sorters at the Postal Service. Also, a cardboard stiffener should be used around the slides to keep the envelope flat and to protect them from damage from other packages in the mailbag. We have found First Class Mail to be quite reliable, but for a few dollars more the USPS offers return receipt and registered services to help with the "mail anxiety" of contributing material to magazines. If you want your photographs or slides returned, please specify so and include return postage.

Why not take a crack at writing a feature article? Of all the magazines in the rail field, we're probably the easiest to deal with and the most willing to work with a new author. And remember to include the same type of information you would want if you hadn't been to the railroad before. It's always been our goal to provide information that can be turned into successful photography.

Railfanning is:

Turning off the scanner and playing Mark Knopfler and Merle Haggard tapes for the drive home.

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Transit Currents

LRV's DART

After much planning, haggling and construction, the first LRV's rolled in revenue service on the Dallas Area Rapid Transit (DART) system on June 14, 1996, three years after the first track was laid. The "starter" system will eventually cover 20 miles, including a 3½-mile tunnel under the Central Expressway and a transit mall along Pacific Avenue on the west side of downtown Dallas.

To provide service, the DART board contracted with Kinki Sharyo of Japan to build 40 six-axle articulated light rail vehicles at a cost of $40 million. The major components were built in Japan, but final assembly was done in the Dallas area by Raytheon. The new cars are capable of speeds up to 65 miles an hour.

A new shop has been constructed in the former Santa Fe yard near Fair Park. It will be accessed from the system by 1.1 miles of non-revenue trackage. Also, the LRV's will cross the Trinity River into the downtown Dallas area on a new bridge constructed on the site of a former Santa Fe span.

The project has had a number of setbacks. Work on the tunnel halted in 1993 when methane gas was discovered. Many of the merchants along Lancaster Road petitioned the government to stop work on the system because the tracks would limit access to their stores (there was nary a peep from these same merchants when plans were announced years ago). And the prototype car was delayed in arriving from Japan when the Kobe earthquake damaged the city's seaport. Despite all the problems, we can add Dallas to the list of cities in the light rail revival.

New York viaduct replacement

In an amazing feat of engineering and construction skill, the viaduct on the MTA New York City Transit's No.7 line between Times Square and Flushing in Queens is being rebuilt while the rapid transit line is still in service. A New York *Times* reporter said it is like fixing a broken plate while eating from it. Replacing 40,000 tons of concrete in a structure composed of 60 arches stretching from 32nd to 48th Streets along Queens Boulevard is a major undertaking. Each day more than 332,000 passengers use the Flushing line.

Los Angeles east side subway

The Los Angeles Red Line subway project on the west side of downtown has been plagued with problems. Difficult tunneling conditions because of soil characteristics of the area have resulted in sinkholes, high cost and general concern from the public over the project. Because of all the notable negative happenings, many people on the west side are not anxious to have the subway built in their area. The situation is quite different on the east side, however, and as the projected line is traced from Union Station toward Boyle Heights the level of the public's interest is much greater.

The east side extension is scheduled to open for revenue service in 2003. The first phase of the east side project is 3½ miles long running from Union Station to First and Lorena Streets. The eventual project will extend 6.8 miles, which will take it to Atlantic and Whittier Boulevards. Tunneling work on the first phase is expected to begin in spring 1997. Merchants near the planned subway stations are looking forward eagerly to the rapid transit service, although they realize that construction work is apt to be very difficult and there are likely to be disruptions in normal business and living conditions as it proceeds.

The east side subway will be a difficult project because of the soil conditions. The tunneling will be carried out about 50 feet directly below 240 businesses and homes. The ground conditions are very troublesome and include contaminated soil and an ancient riverbed. Many thanks to Martin Gombert for the information.

RegioSprinter in Calgary

April 12, 1996 saw the beginning of the demonstration with the new RegioSprinter Commuter Train in Calgary, Alberta. The RegioSprinter is a lightweight, diesel-powered articulated vehicle very much like the familiar articulated light rail vehicles. The car holds 174 passengers and has been loaned by Siemens Electric for use by Calgary Transit. The new commuter car will run from Anderson Station, the current south terminus of the Calgary Light Rail operation, along CP Rail tracks to Shawnessy Station at 162nd Avenue. The test run is not long, as the ride from Shawnessy Station to Anderson Station will only take about eight minutes. Even so, this will provide a good trial for equipment that fits an interesting niche in the transit market.

Regular commuter rail operations, whether electrified or diesel hauled, take massive amounts of money to put in place. Light rail transit is often less costly but demands the installation of a power supply system to be functional. The RegioSprinter will fit those places where there isn't sufficient demand or funds available to justify either commuter rail or light rail transit, but there is a sufficient market to at least begin service. Once service is established it could be shifted over to electric propulsion

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

Through Dallas

or standard commuter rail service. Thanks to George Moore and Brian Sullivan.

No owl on the "L"

In recent years Chicago's CTA has been steadily reducing the amount of service offered on its rapid transit system. The A-train/B-train express system, which had worked well for almost a half century, was discontinued several years ago, and now 24-hour service has bitten the proverbial dust.

The problem, according to Mayor Daley, is that the CTA is slowly and steadily running out of money. At the heart of the problem is the decrease in federal subsidies. During the 1990s subsidies have declined from $41.5 million to $19.5 million, and under the eagle-eyed leadership of Newt Gringrich, Congress has made threatening noises about eliminating operating aid. The $40 million owl service became the victim of an uncertain but gloomy fiscal future.

Thanks to Otto A. Goessl for the news.

LRV's to museums?

An interesting letter arrived from John Burckardt from the Boston area. He noted that MBTA Boeing light rail vehicle 3453 has been demoted to a maintenance-of-way car. It struck him that in the near future we will see the retirement of the first post-PCC streetcars. As the new low-floor Green Line cars arrive, MBTA will retire the LRV's.

Mr. Burckardt raises a question: Will some Boeing LRV's be preserved? He wonders if the trolley museums will want the modern beast. At over 70 feet in length they are much longer than the typical trolley found in museums and are also heavier and need more electrical power to move. Moreover, the technology is much more complicated than the streetcars of yore.

At Mr. Burckardt's suggestion, I'll ask museums around the United States the question: "Would you want an LRV in your collection?" I'll publish the results.

Flashes

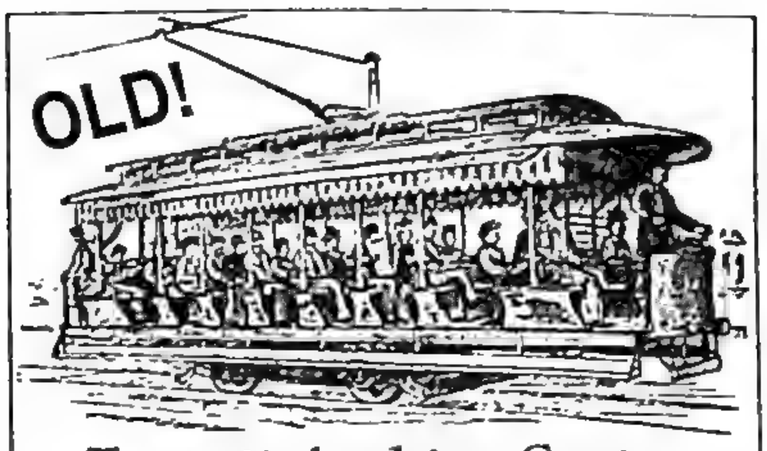
The Mass Transit Division of Siemens Transportation Systems has a factory in Sacramento, California, for the production of light rail vehicles. The first of six additional light rail cars for the **DENVER** Regional Transportation District were shipped from Sacramento in January 1996. This should greatly relieve overcrowding on Denver's new light rail line. Because of problems arising from a wreck, one of the new Denver cars ended up for a time in Kansas City.

The **PHILADELPHIA** Trolley Coalition newsletter for March 1996 reveals that A. Allan Woodruff, owner of Haskell-Dawes, Inc., a 126-year-old Philadelphia manufacturing company, proposes to resume the manufacture of PCC cars. Mr. Woodruff feels that by building a relatively low-tech car with some off-the-shelf and other pre-manufactured parts, the cost of new light rail vehicles could be substantially reduced. This is not only a reflection of the many fine qualities of the PCC car but also the sticker shock from the prices for new LRV's.

Commuter rail service between Cleveland, Akron, and Canton earned an endorsement in February of 1996 from the **OHIO RAIL DEVELOPMENT COMMISSION**. The proposed line has been granted $4.2 million in seed money from the federal government. Starting a commuter rail service on the 62 miles from Canton to Cleveland is expected to cost in the vicinity of $100 million including locomotives and rolling stock.

JOHN HEWITT

DART's FIRST DAY of revenue service finally occurred on June 17, 1996. When completed, the 20-mile system will link many downtown areas, and it will have a 3½-mile tunnel running lengthwise under the Central Expressway. DART cars 120 and 104 are shown passing on Bryant Street during the first day.



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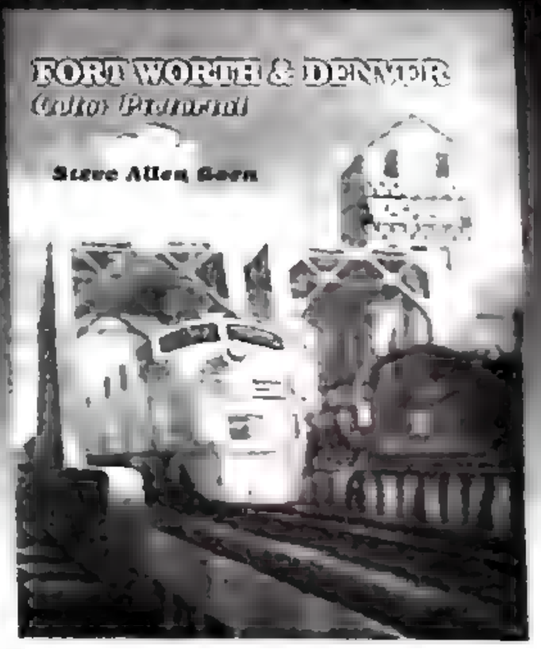

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Railnews

UNION PACIFIC 4-8-4 844 BACK IN BLACK! Still in the final phases of overhaul at press time, Union Pacific's classy 4-8-4 844 has been painted back to black. Steam Team boss Steve Lee says that, "we did it to look in-service circa 1953-1959 ..." with a graphite (dark gray) smokebox, aluminum leaf numbers and letters and none of the silver trim from the 1970s. The rebirth of 844 marks the first time it has run since 1991 and the first time it's been black with the number 844 since GP30 844 was delivered in 1963. The 844 was built by Alco in 1944 as the last new steam locomotive bought by the UP, and it's the only American steam locomotive built during steam era to have never been retired; it's been carried on the UP active roster ever since it was built.

Break-in runs for 844 weren't firm at press time, but its first scheduled outings are the series of Pacific Limited Group trips in the Midwest (see the ad on page 22) beginning with an August 24th run from Council Bluffs to Cedar Rapids, Iowa, and on to Chicago on August 25th. The ferry move from Cheyenne to Council Bluffs hasn't yet been announced. Contact the Pacific Limited Group for tickets at 801/355-5871.

Also, a word of warning to railfans chasing the train through Iowa. Route 30 roughly parallels the excursion route, and it's a mostly two-lane road posted at 55 m.p.h. Iowa state troopers want to ride the train as it passes through Iowa to identify dangerous drivers. Track speed is 70 m.p.h., so the only way to get around the train will have to be during station stops.

A TALE OF TWO KANAWHAS: 2716 AND 2700 Two of Chesapeake & Ohio's famous 2-8-4s are in the news. First, the rebuild of C&O 2716 by the Fort Wayne Railroad Historical Society is nearly complete, and it now sports the full C&O family look. Its first public trips are scheduled for the July 20-21, 1996, weekend as part of the Logansport, Indiana, "Iron Horse Festival." The engine will run four round trips each day between Logansport and Burnettsville, roughly 10 miles to the west. The 2716 will face west and return to Logansport tender-first. Tickets are $6.00 each in advance and $8.00 the day of the event. Trips depart Logansport at 9:00 a.m., noon, 3:00 p.m. and 6:00 p.m. both days. For more information and tickets contact: Iron Horse Festival Excursion, P.O. Box 407, Logansport, IN 46947; 219/722-4766.

The Fort Wayne RHS newsletter *Short Lines* lists the planned break-in runs and ferry move to Logansport as beginning on July 14th when 2716 gets turned in Fort Wayne and moves in a special train behind a diesel with no coaches; it will arrive in Logansport that evening. On the afternoon of July 15 the 2716 will be on the point of TP&W's "Indiana Local" freight from Logansport to Remington, roughly 40 miles. At Remington 2716 will transfer onto the head end of TP&W westbound intermodal Train 21 for roughly 50 miles into Gillman, Illinois, and turn on the wye.

On July 16, the 2716 will return at the head of TP&W Train 20, which departs between 3:00 a.m. and 5:00 a.m., arriving Remington around 8:00 a.m. If the Indiana Local runs (it's not a daily train) 2716 will pull it back to Logansport; if not, the 2716 will run to Logansport with just the tool car. Between July 16 and the Iron Horse Festival on the 21st, no runs are firm. Several operations are in the works for the fall. FWRHS information line is 216/757-0765.

C&O 2-8-4 2700, the class engine of 90 K4-class locomotives, has been purchased privately by Nick Kallas, the well-known general manager of the Illinois Railway Museum in Union (which already owns C&O 2707). Nick says he bought it to preserve it, and since his museum doesn't really want the duplicate piece he'd consider selling or trading it to another group or museum. He'll listen to any offer (try a swap for a diesel). Nick can be contacted at IRM by calling 815/923-4391, extension 16. The 2700 is in Canton, Ohio, near the Timken Plant and would have to be moved from there. The 2700 was owned by the Silver Throttle Engine Association.

CAPE MAY SEASHORE LINES The Pennsylvania-Reading Seashore Lines came back to life in southern New Jersey when Cape May Seashore Lines began tourist train service in May 1996. The operation runs on the former PRSL Cape May Branch, now owned by the state's Department of Transportation. Four round trips will operate every day through Labor Day, with weekend service through the end of December.

The PRSL provided commuter service to the Jersey shore from the Philadelphia suburb of Camden with a fleet of twelve Budd RDC's. When the PRSL became part of Conrail the service was taken over by NJDOT. The last commuter trains rolled to Cape May, Ocean City and Atlantic City in the early 1980s. Of the dozen PRSL Budds, nine still survive — and, remarkably, eight of these have been acquired by CMSL through purchase or lease.

Anthony Macrie, president of CMSL, sees the line as more than an out-and-back tourist ride. Currently CMSL links two tourist attractions that are eleven miles apart: historic Cold Spring Village and the Cape May Court House Zoo. This gives visitors the option of parking at one of the sites and visiting both without the need of a car. When bridge repairs over the Intracoastal Waterway are complete by the end of 1996, CMSL trains will be able to operate into downtown Cape May, allowing visitors to park at remote lots along CMSL and avoid the congested narrow streets.

CSX RAN FOR THE ROSES In what has become a traditional part of pre-race festivities, two special trains were operated by CSX to carry guests to the 122nd running of the Kentucky Derby in Louisville on May 4, 1996. Trains P901-4 and P904-4 operated over the EK Subdivision from Lexington and Frankfort, respectively. The Lexington train was operated for Toyota using R.J. Corman's dinner train equipment including FP7A's 1940 and 1941. The Governor's Derby train from Frankfort consisted of a dozen cars from CSX and private car owners. CSX office car *Baltimore* carried the Kentucky seal as a drumhead. Passengers off-loaded at Central Avenue (former site of CSX's South Louisville Shops) just blocks from Churchill Downs. In the name of safety, no other trains ran on the EK Subdivision on Derby Day — CHARLES BUCCOLA.

THE PROPOSED BNSF PAINT SCHEME SD60M 9297 hit the road Memorial Day weekend wearing the proposed Burlington Northern Santa Fe paint scheme (see August 1996 RAILNEWS, page 36). VMV Enterprises in Paducah, Kentucky, painted the SD60M to the SD70MAC design with dark green and orange as the primary colors with red separating stripes and silver trucks (**page 3**). BNSF chairman Robert Krebs chose this design and was in Paducah for the roll-out. Different stripe patterns were applied to each side of 9297, and Mr. Krebs sent the unit out on the road that way and let the employees choose the stripe pattern they liked best. There were three options employees could choose: keep the 3⊕ solid red stripe; keep the three individual red and blue pin stripes; or vote that they didn't like the scheme at all. Initial announcements said that the new design uses "colors from four predecessor railroads."

Some of the styling details of the new scheme are still being finalized, but the orange and green will be applied to the 164 new GE Dash 9-44CW's scheduled to begin shipping in September 1996. One variation being considered is to add a 3-inch yellow (Dulux gold) stripe separating the green and the orange and also to use the yellow lettering within the new nose herald. Reports are that the livery is intended for BNSF's Northern Lines and that it shouldn't replace the red-and-silver warbonnets on the system.

UNION PACIFIC 2564 The Orange Empire Railway Museum reached an agreement with San Bernardino County to transfer ownership of Union Pacific 2-8-2 2564 to the museum. The Mikado will eventually become the second operational steam locomotive at the museum, joining Ventura County 2, a Baldwin-built 2-6-2.

UP 2564 was built in 1921 by Alco's Brooks Works in Dunkirk, New York. Originally numbered 3725, it was part of an order for ten heavy Mikados for UP subsidiary Los Angeles & Salt Lake, and after a year of service it was renumbered 2725. In 1923 it was traded to the UP-controlled Oregon Short Line where it became 2564. It served throughout Idaho and northern Utah in long-haul freight and local passenger service.

By 1955 the Mike had been stored serviceable at Pocatello, Idaho, where it remained until its donation by UP in May 1959. Since then it has resided in a park at Oro Grande, California, near Victorville. Souvenir-sized appliances are long gone, and handrails were added as part of a playground arrangement. Despite the years in the park, 2564 has held up quite well.

Preparations are under way to move 2564 to the museum. The

THE *SUN TAN SPECIAL* went to the California coast at Santa Barbara from San Jose on May 18, 1996, the first passenger train over the route in 34 years. Two separate trains made up the special, with 800 people riding a CalTrain set and 200 VIP's and local dignitaries riding Amtrak Superliner equipment. The trains ran from San Jose down SP's Coast Line to Watsonville Junction, then proceeded at 10 miles an hour on the branch to Santa Barbara. The *Sun Tan Special* VIP train soared through Capitola (right) with Amtrak AMD103 802 in charge.

JON PORTER

CSX RAN FOR THE ROSES on May 4, 1996, with two special trains to Louisville for the Kentucky Derby. The Governor's Derby train, with twelve business cars and PV's, loaded in Frankfort and traveled over CSX's EK Subdivision for the 60-mile run west to Churchill Downs.

CHARLES BUCCOLA

CAPE MAY SEASHORE LINES has acquired eight former-PRSL Budd RDC's for tourist service in southern New Jersey. CMSL/PRSL M-410 sits at the station in Cold Spring (**below**) on June 15, 1996; the southern end of current operations.

STEVE BARRY

museum has established a special "UP 2564 Fund" for donations toward moving and restoration costs. Donations are tax-deductible and should be sent to: OERM's 2564, P.O. Box 548, Perris, CA 92572.

FRISCO 4-8-2 1522 HITS THE ROAD Although its proposed run to Texas this summer on BNSF didn't materialize, Frisco 1522 will get a chance to steam. First, it's scheduled to be live and on display under St. Louis, Gateway Arch during July 6-7, 1996, weekend.

Next, it's scheduled to appear at the Topeka Railroad Days in Kansas over Labor Day weekend, August 30-September 2, 1996. During the weekend, 1522 will make a 107-mile round trip to Emporia on Monday. Tickets are $70.00 for coach, $80.00 for BN's *Glacier View* glass-end theater observation car and $90.00 for dome car tickets (BNA No.60, a former-Santa Fe dome). For tickets call 800/949-8722 or 913/297-9000 after July 15.

Meanwhile, the non-passenger-carrying move to Topeka will run on interesting lines. On August 28 it will run over BNSF with a short train to Brookfield, Mo., via Hannibal, and spend the night. It will continue to Topeka on August 29. The 1522 will leave Topeka on September 3 and run over former Santa Fe and Frisco rails to Springfield, Mo., overnight there and continue to St. Louis on Wednesday, September 4. The ferry moves are at the convenience of freight trains, but 1522 generally leaves its terminals around 7:00 a.m. Any freight cars will be behind 1522's support cars.

TOPEKA RAILROAD DAYS The 11th Annual Topeka Railroad Days will be held between August 30 and September 2, 1996, and it promises to be one of the best yet. On the agenda is a visit from Frisco 4-8-2 1522 (see above) which will pull a 107-mile round trip public excursion to Emporia, Kansas, on Monday September 2. Fares start at $70.00 for coach. Also planned to attend is Kansas City Southern's *Southern Belle*-painted business train; two cab-units and four cars. Union Pacific locomotives will be present (discussions have included the Centennial for display only) to pull six planned excursions spread over Saturday and Sunday: two round trips each to Lawrence, Osage City and Desoto (50-, 80- and 20-mile round trips, respectively). Diesel trip tickets start at $10.00 for coach up to $35.00 for the dome car. Other events include country music concerts; Jo Dee Messina on Friday night, Tracy Lawrence on Saturday night and the Nitty Gritty Dirt Band on Sunday.

Railroad Days also feature several small town events plus a touring Lionel layout, a railroadiana show, classic cars, farm equipment, Civil War and Native American encampments, etc. Admission is $4.00 at the gate and $3.00 in advance.

For more information, contact Topeka Railroad Days, 605 South Kansas Ave., Topeka, KS 66603; 800/949-8722 or 913/297-9000. Excursion tickets won't be sold before July 15, 1996. See you there.

THE *SUN TAN SPECIAL* On May 18, 1996, a passenger train carried beachgoers from San Jose to the California coast at Santa Cruz for the first time in 34 years. Two trains actually made the trip, one for 200 VIP's using Amtrak Superliner equipment and another with CalTrain equipment carrying 800 excursionists. The excursion was dubbed the "*Sun Tan Special*," the same name used by Southern Pacific for their trains that traversed the route every weekend and holiday between 1927 and 1959.

Local officials have been studying the possibility of reviving regular weekend passenger service to Santa Cruz. The Santa Cruz County Regional Transportation Commission released a study that said 450 people a day would ride a revived *Sun Tan Special*. "We hope that this is just the first of many trains that will begin to service the area," said Santa Cruz mayor Mike Rotkin. "I hope that it is our future" — JON PORTER.

UNION PACIFIC FUEL TENDERS Six experimental 20,000-gallon fuel tenders have been built by UP (**page 18**) from tank cars to run in its Distributed Power trainsets. They are numbered UPT1 through UPT6. UP managers are looking at the savings in terminal time and increases in locomotive utilization if the motive power can make long distance trips or entire round trips without having to stop for fuel or without the units having to be taken out of the train at a terminals. Another advantage is that, by using the tank car fuel first, the fuel level in each locomotive stays relatively constant, and thus the tractive effort stays more consistent.

Several of UP's modern locomotives have been modified to accept fuel tender connections, and the tenders will be tested primarily on coal trains between the Powder River Basin and power plants in Texas, Oklahoma, Arkansas and Missouri. Four of the tenders will

stay on UP rails, and two will be loaned to CSX Transportation for evaluation. The UP expects to finish its testing on September 30, 1996, and will compile and analyze the results during the following month. The UP fuel tenders won't be the first ones on CSX, as CSX built two of its own early in 1995 to run between two AC4400CW's (see May 1995 R&R, pages 36-37), mostly to try and stabilize the adhesion of the new units.

RETURN OF THE NWP The North Coast Railroad Authority (NCRA) has assumed operations of 123 miles of California Northern trackage between Willits and Schellville, Calif., north of the San Francisco Bay area. The trackage is primarily the main line of what was best known as the Northwestern Pacific Railroad, a subsidiary of Southern Pacific. The NCRA is a public entity operated by the counties along the line. The North Coast Railroad has been operating freight service from Willits north to Eureka, nearly 150 miles of railroad, and the new NWP is basically an extension of the North Coast Railroad.

What's good news for the local railfans is that the new entity is formally known as the "Northwestern Pacific Railroad." What's great news for the railfans is that the NWP has formally adopted SP's "Black Widow" paint scheme, which is being applied to eight mostly former-SP locomotives on lease from Omnitrax, and NWP is keeping the SP road numbers.

The locomotives include chop-nosed GP9s 3825, 3840, 3841 and 3844, plus SD9s 5305 (a former-D&RGW unit whose nose was chopped by Rio Grande's own shops), high hood 4423, 4324 and 4327. The Omnitrax units are all being prepped and painted at its Loveland, Colorado, shops on the Great Western short line, and Omnitrax is sending to NWP two former-SP GP35s, 6595 and 6600, as loaners until all eight NWP units are finished. Also, some details of the paint scheme are being refined, as initial units were delivered with black ends, while current units are getting the proper silver ends à la SP. Also, SP historians have been noting that these new units are the first diesel locomotives to ever have been lettered Northwestern Pacific.

The first to be delivered was GP9 3844 (**page 11**), and observers agree that the Black Widow design adapts well onto a low-nosed unit. The NWP ran a whistle stop tour of the line with the 3844 and a California Northern GP15 during the June 15-16 weekend. NWP local freights have been departing Willits and Schellville at night making daylight shots difficult. However, we're quite sure that today's NWP will get plenty of attention from the railfans.

WESTERN STEAM LOGGING LOCOMOTIVES Sumpter Valley 2-8-2 19 returned to revenue service on her original stomping grounds near Sumpter, Oregon, over Memorial Day weekend 1996. Doyle McCormack's Daylight Locomotive & Machine Works put the 1920 Alco through a four-year overhaul in Portland to get it back into steam. The narrow gauge Mikado pulled both passenger and freight trains over the holiday. Its last revenue service on the Sumpter Valley had been in 1940, shortly before it was sold to the White Pass & Yukon Railway in Skagway, Alaska. In 1977 it was returned to Oregon and displayed in Baker until its restoration.

Another steam logger, Pete Replinger's ex-Hammond Lumber Company 2-8-2T 16, operated on June 7, 1996, at the Port of Shelton, Washington, for the Northwest Logging Conference in nearby Tacoma sponsored by *Tall Timber Shortlines* Magazine. As a treat during the steam-up, Pete ran the 16 back to its storage area and pulled out ex-Rayonier 2-6-6-2T 8, which he also owns. This marked the first time the Mallet had been moved at a public event since 1964. It was built by Baldwin in 1924 for the Bloedel-Donovan Lumber Company, which later sold it to Rayonier at Sekiu, Washington. It was retired in 1964, and has been stored at the Port of Shelton since being barged out of Sekiu in the late 1960s — MARTIN E. HANSEN.

U.S. ARMY 2-8-0s 610 AND 611 The Tennessee Valley Railroad Museum obtained a second U.S. Army 2-8-0, with USA 611 joining sister 610 in Chattanooga, Tennessee. TVRM traded two coaches to acquire 611 from the Texas State Railroad Museum in Rusk, which had received the locomotive as a donation from the Army in 1971.

What makes 611 unusual is that it is equipped with Franklin (Type D) rotary cam poppet valves, one of perhaps only a half dozen locomotives with poppet valves in existence. TVRM's 610 has the more common Walschearts valve gear. Also significant is that 611 worked on the Maryland & Pennsylvania for 19 months in 1950 and 1951. The U.S. Army Transportation Corps Board was evaluating various enhancements to steam locomotives by offering free use of four U.S. Army 2-8-0s to railroads wishing to participate. The Ma & Pa volunteered and received 611 so its poppet valve gear could be evaluated. Ma & Pa's final report was that the "operation of this locomotive has been entirely satisfactory" and "the manner in which this locomotive operates with the Franklin Poppet Valve is particularly well liked by the engineers who ran it."

USA 611 was built by Baldwin in 1943 as USA 2628. In 1952 it was assigned to Fort Eustis, Virginia, and given its current number. Texas State received the locomotive in pretty rough shape.

In other news, TVRM bought a Niles quartering machine and a Niles driving axle turning machine from the Republic of Poland. Interestingly, these two machines had gone to Poland in 1948 as part of a post-War lend-lease arrangement. A Niles 90⊕ driving wheel lathe is already in Chattanooga, and once all three machines are refurbished TVRM will become one of the few full-service steam shops in the U.S. They hope to pick up much of the contract work previously done by Norfolk Southern's Birmingham steam shop.

TVRM has a variety of trips scheduled through the fall of 1996, including a double-header featuring USA 610 and Southern Railway fantrip queen 2-8-2 4501 to Lafayette on October 5, which replaces the Trion trip previously announced for that date. See TIMETABLE for other trip listings — STEVEN R. FREER.

BURLINGTON 2-8-2 4960 IS NOW GRAND CANYON 4960 The long-awaited rebirth of CB&Q's famous fantripper 4960 is about to happen. The Grand Canyon Railway shops have completely remanufactured the 1923 Baldwin, which was to be test run during mid-June. Plans were for it to enter regular service on July 4th weekend and be the regular runner all summer.

But Burlington fans may not recognize it. The Grand Canyon applied more traditional domes and mated it to a tender from Soo Line 4-8-2 4012 (a Soo Line fuel tender that GCRY obtained from the Minnesota Transportation Museum). The Soo Line tender has had the coal boards removed and is now squared off for sort of a Santa Fe 4-8-4 look.

In addition to a ceremony during July 4th weekend, the Grand Canyon Chapter NRHS is sponsoring a railfan weekend starring the 4960 October 4-6, 1996 (see TIMETABLE). Photo trains will be run powered by 4960 with many runbys and meets with the regularly scheduled train. R&R associated editors Mike Del Vecchio and Steve Barry are scheduled to orchestrate the night photo session.

DERAILMENT AND DETOURS ON MRL At about 4:30 a.m. on April 11, 1996, an eastbound freight operating on Montana Rail Link derailed 18 of its 71 cars in a narrow river canyon near Alberton, Montana, about 33 miles west of Missoula. Three tank cars carrying chlorine ruptured and released a toxic cloud which prompted the evacuation of some 950 local residents. MRL paid for lodging and meals for residents displaced during the evacuation.

The train was BNSF No.196 (Pasco, Washington, to Houston, Texas) which was being forwarded across MRL's southern Montana corridor by an MRL crew when the derailment occurred. At least 90 people were admitted to area hospitals for breathing problems, but the only death attributed to the derailment was a transient whose body was discovered amid the wreckage.

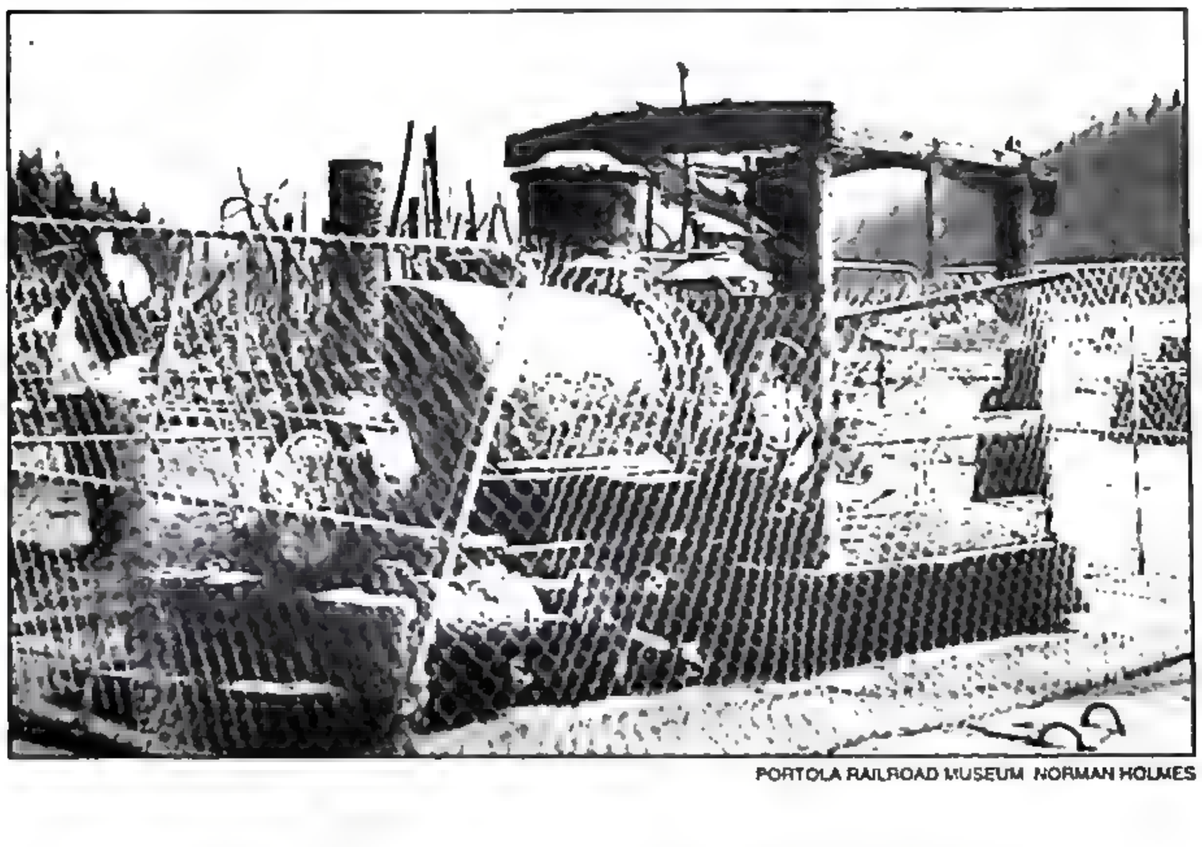
For more than a week traffic on I-90 was forced to make an 80-mile detour around the derailment site while crews unloaded the remaining chlorine from the damaged tankers. The bypass route used by truckers and motorists paralleled the detour route used by MRL/BNSF trains, including the steep Evaro Hill. Helpers kept the flood of freights flowing over Evaro, and some westbound unit grain trains needed to double the hill — BRUCE KELLY.

THE *TENNESSEE 200* A traveling exhibition celebrating 200 years of Tennessee and powered by a pair of E-units, the *Tennessee 200*, was to begin touring the Volunteer state on July 4, 1996. The train will stop in 30 communities during its four-month tour, and the U.S. Postal Service will have a working post office on the train.

U.S. ARMY 2-8-0s 610 AND 611 were posed abreast (**right**) on May 19, 1996, outside the shops of the Tennessee Valley Railroad Museum in Chattanooga. The 611 had just arrived from the Texas State Railroad and it's unusual in that it is equipped with Franklin Rotary Cam poppet valves, and that it ran on the quaint Ma & Pa for 15 months during the early 1950s. There are no immediate plans to restore USA 611. The 610 had just left the shop after a five year boiler job, new paint and proper railroad-style lettering. It'll be TVRM's star during 1996.

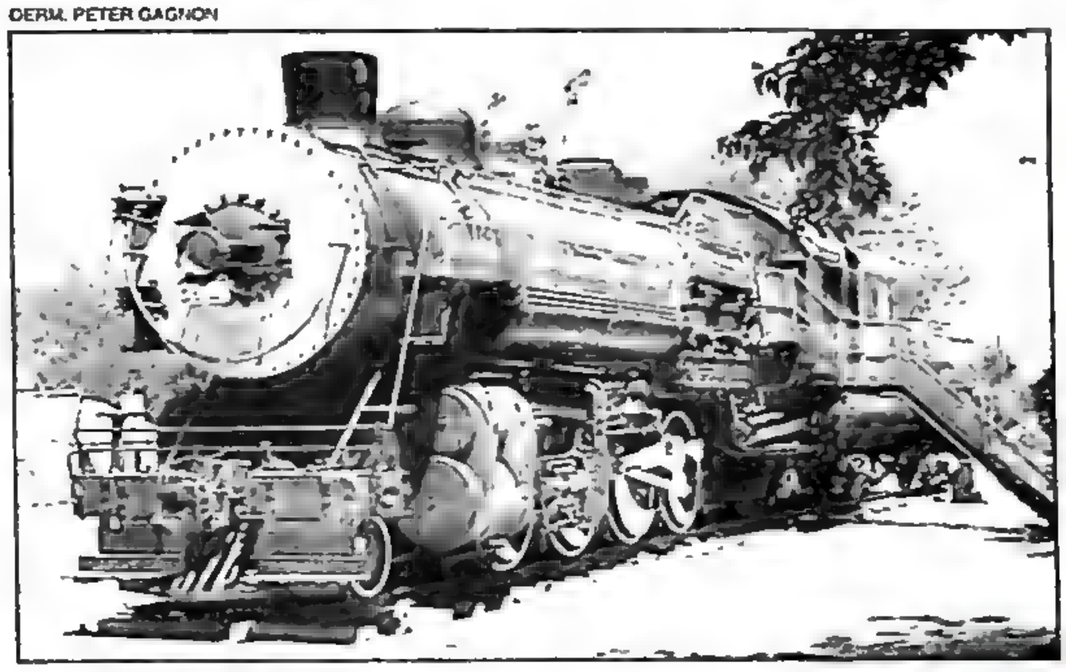
TVRM STEVE FREER

A NARROW GAUGE 0-4-0 WAS FOUND when Pacific Gas & Electric drained its Butte Valley Reservoir near Lake Almanor in northern California during May 1996. The three-foot gauge engine (**below**) was still as it was discovered, except for the fence, in June 1996 when representatives from the nearby Portola Railroad Museum inspected it.



PORTOLA RAILROAD MUSEUM NORMAN HOLMES

DERM. PETER GAGNON



UNION PACIFIC 2564 is now owned by the Orange Empire Railroad Museum in Perris, Calif. It's been displayed in Oro Grande for 37 years.

Powering the train will be former Pennsylvania E8 4254 owned by Gene Turnage and former Burlington commuter E9 9913 from a locomotive leasing firm (May RAILNEWS, page 37). Four exhibition cars have been made from stripped-down Amtrak baggage/dorm cars. The train will be used only for displays — no excursions will be offered. A former-PRR lounge car owned by the Tennessee Central Railroad Museum will be used to entertain dignitaries, and Classic Rail Cars' *Blue Ridge* will carry the markers.

After the July 4th kick-off in Union City, the train will swing through the Tri-City (Bristol-Kingsport-Johnson City) area after Labor Day, Chattanooga in early October and wind up in Nashville on November 17. To find out when the train will be in a town near you, call 800/200-TENN.

ENDANGERED EAST BROAD TOP Perhaps the most historically significant tourist railroad in the East, the narrow gauge East Broad Top in central Pennsylvania, has been included on the National Trust for Historic Preservation's 1996 list of "America's Eleven Most Endangered Historic Places." Trust president Richard Moe described the EBT as "the real thing; not merely a collection of odds and ends, but an entire railway system." Moe noted that current tourist income is "insufficient to meet the high costs of operating the line and keeping its structures and fragile rolling stock in good repair." The Trust sees a real danger that "the historic structures could be allowed to deteriorate and the priceless collection sold off and scattered."

Inclusion of the EBT on the Trust's annual list comes at a time when both threats to and better prospects for the railroad are close at hand. The EBT nearly closed for good at the end of the 1994 season but reopened in 1995 due to public-private community development action. Meanwhile, no new action has been taken to abate concern for the historic structures along the 33-mile line, and a key building, the Robertsdale Company Store, is under threat of imminent demolition. Action is still pending for appropriation by Pennsylvania Governor Tom Ridge of $30 million in state economic development bonds authorized for restoration of the railroad.

Meanwhile, EBT will be operating its Mikados in 1996 Saturdays and Sundays only through October 20, with three departures from Orbisonia each day. The Fall Spectacular will be October 12-13, 1996. For more information write to the East Broad Top Railroad, Rockhill Furnace, PA 17249, or call 814/447-3011.

INDIANA HARBOR BELT A pair of GP38-2s has been purchased by Indiana Harbor Belt from dealer National Railway Equipment. Both units are in the traditional IHB colors of black and orange, with non-traditional orange lightning stripes (**page 66**). IHB 3801 is formerly Southern Railway 5068, rebuilt with a chopped nose. IHB 3802 has a more colorful history — it was originally Altos Hornos de Mexico 141 and may be the first Mexican diesel returned to the United States in the booming used locomotive market. The two Geeps have been paired with power boosters PB4 and PB5. They are the only non-switchers now owned by IHB, which rosters about 70 units. IHB has also leased three former-Conrail SD40s, 801-803.

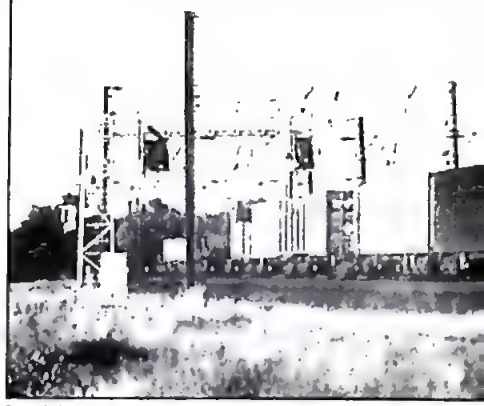
A NARROW GAUGE 0-4-0 WAS DISCOVERED When Pacific Gas & Electric drained its Butt Valley Reservoir in northern California to repair an earthen dam, a lump of mud roughly shaped like a steam locomotive was at the bottom. A surprise to everyone, PG&E invited members of the nearby Portola Railroad Museum to look at and try to identify it. According to Portola's Norm Holmes, "it appears to be an eight-ton Porter, circa 1890," but its specific pedigree is still a mystery. PG&E has decided to give the locomotive to Plumas County, where it was located, and the County's Board of Supervisors are considering options on what to do with it. Display at the Portola Museum is a likely option.

The Butt Valley Reservoir and its earthen dam were built in 1923, and it's likely that the engine was used in its construction. Norm Holmes said that most of the metal was badly crusted with rust but in fair shape, and that the wooden cab is all gone. A fence has been built around the 0-4-0 until it can be removed.

Wisconsin Central's British Empire

It used to be said that the sun never set on the British Empire. Today it never sets on the Wisconsin Central Empire, for while the "yellow team" from Omaha has been pursuing a high profile takeover program which must surely result in the eventual creation of the United States' first true transcontinental railroad system, the "maroon team" from Rosemont, Illinois, has been quietly assembling the world's first *global* railroad empire! First it was 2000 miles of declining, unprofitable former-Soo Line track in Wisconsin and upper Michigan whose fortunes were turned in spectacular style, then the takeover of New Zealand's national network in 1993. Early in 1995 Canada's Algoma Central joined the empire, followed by Britain's mail and unit-freight train busines during the winter of 1995-'96.

In Britain, WC's operations are somewhat different from those in the U.S., Canada or New Zealand, thanks to the way the British government set about privatizing the industry. For a start, English, Welsh & Scottish Railways, WC's British subsidiary, owns virtually no track and, in the freight business, enters a market which has been hostile to rail for some years — thanks to openly pro-highway government policies. It will take all the skills learned by Ed Burkhardt and his colleges to bring the Wisconsin revolution to this island.



DAVID CABLE

COLIN MARSDEN

THE FIRST LOCOMOTIVE in Wisconsin Central's English, Welsh & Scottish maroon and yellow livery was 37057 *Viking*, shown just out of the Totton shop on April 23, 1996. Loadhaul 56045 (**top**), shown on a Teeside-Flexistow Freightliner COFC train at Dringhouses, York, in August 1995, is typical of the power acquired by Wisconsin Central. Also acquired were a handful of 08 standard shunters like the 08951 (**right**) at Westbury in November 1987.

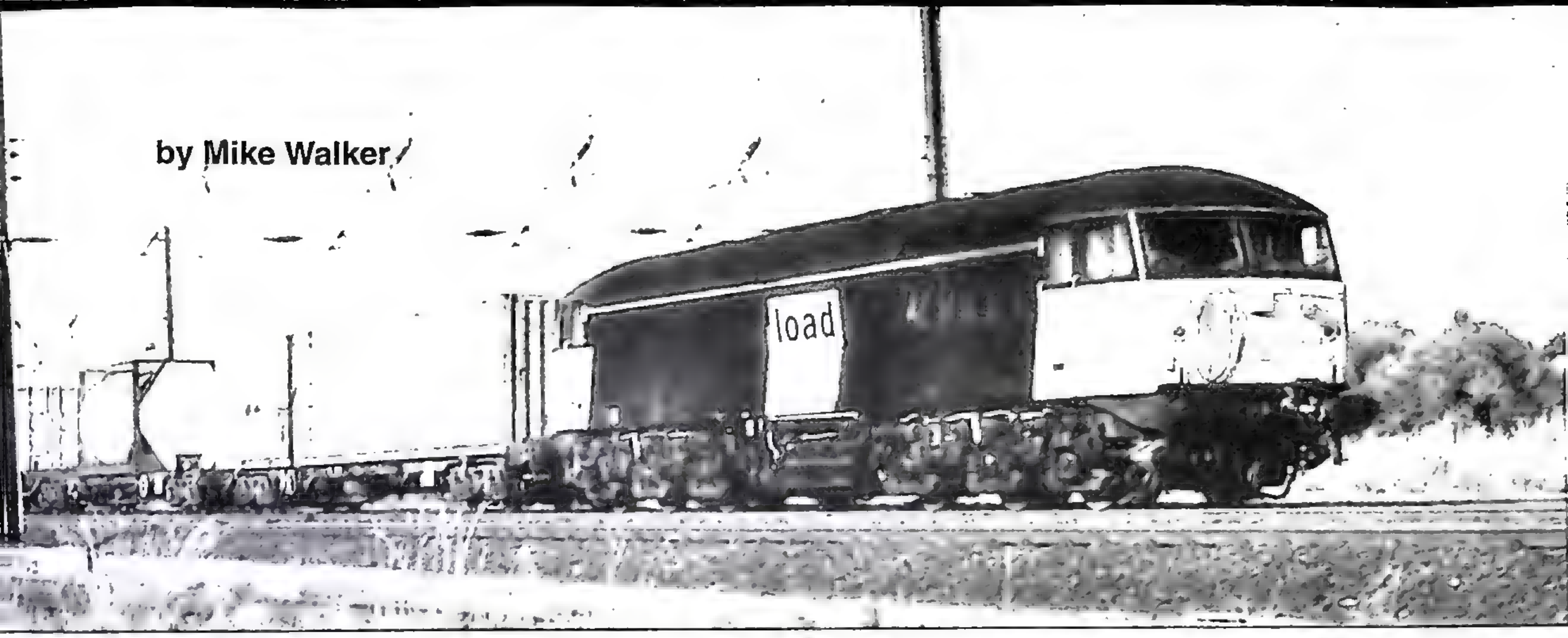
Nationalization to privatization

Before we look in detail at the British operation, it will be helpful to briefly review the recent history of Britain's railways. British Railways was formed on January 1, 1948, when the former "Big Four" companies (the London & North Eastern, London Midland & Scottish, Great Western and the Southern) were taken into state ownership. Initially, things were run much the same way as before with a number of "regions" replacing the old companies, but as the 1950s and '60s unfolded, loses started to mount. In 1955 a Modernisation Plan was announced which, among other things, proposed the abolition of steam traction and other measures to improve the railway's public image and restore its finances. In practice it managed neither of the latter and, with hindsight, wasted a lot of public money doing little to persuade subsequent governments to invest fully in the railways. In a further attempt to cut costs, the government appointed Dr. Richard Beeching to head BR in 1962. Under his control, large numbers of branches and duplicated main lines were closed, reducing the network from 19,500 route miles at nationalization to around 12,000. It has since been further reduced to today's 10,300 route miles (the Burlington Northern, at the time of its 1970 merger was about 23,000 miles, and its biggest component, the CB&Q, was about 8400 miles).

The Regional structure of the organization remained unchanged until the 1980s when it was changed to a business-led structure based on five "Sectors," each responsible for one type of traffic over much of the country. These Sectors were InterCity, the long distance passenger trains; Network SouthEast, which operated the London commuter network; Regional Railways covering all other passenger operations; Freight, and Parcels. Freight later divided into two Sectors, Railfreight Distribution to operate wagon-load and intermodal traffic and Trainload Freight to operate unit trains of various commodities such as coal, chemicals, fuels, metals and construction materials. Each Sector had a great deal of autonomy and was divided into a number of smaller profit centers. The change ushered in an explosion of colorful liveries as each Sector sought to establish an identity, but more importantly it started to have a dramatic effect on performance. InterCity became a profitable operation, and Network SouthEast was on course to do the same until the recession of the early 1990s.

Following the election of a Conservative Government led by Margaret Thatcher in 1979, many of Britain's nationalized industries have been privatized, turning once loss-making businesses into world leaders such as British Airways and British Telecom. The railways remained in state control, however, until Mrs. Thatcher was replaced by John Major in 1990. With a wish to cut public spending and raise further money to finance tax cuts, it was decided to privatize what remained, namely the coal industry (what was left of it) and the railways.

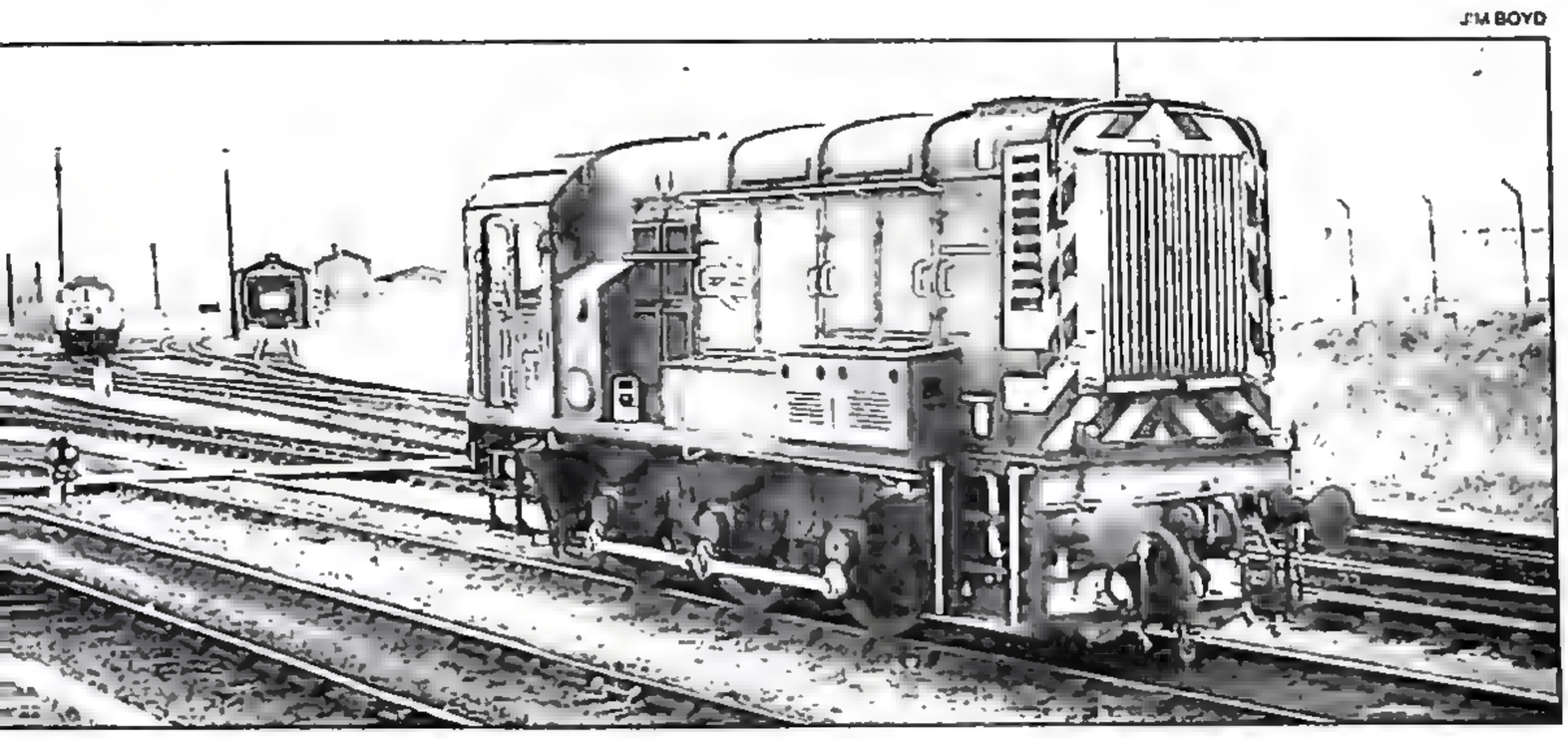
by Mike Walker



Fragmentation of the network

Rather than sell British Rail as a single unit on the stock markets as had been done with British Airways or with Conrail and Canadian National, the government decided to split the organization into some 90 units which would be sold separately. This was justified on the grounds of competition. A single BR, it was argued, would still be a monopoly, whereas British Airways was competing with other airlines worldwide. This overlooked the fact that BR was competing with cars, buses, trucks and airlines for customers. Historically, the road transport industry has had a powerful and influential voice in Britain, and as far back as the 1930s the Big Four railways were demanding a "Square Deal." The Department of Transport — which would be more accurately called the Department of Roads — has not treated the railways equally to roads, particularly when it comes to investment, and the whole privatization scheme has been viewed in some quarters as an attempt to finally destroy Britain's railways.

Under the new regime, the infrastructure (the roadbed, track, stations, yards and signalling) is the responsibility of a new nationwide undertaking called Railtrack, which was privatized on the London market in May 1996. As well as maintaining the railway, it regulates operations and arranges timetables in conjunction with the train operators. Railtrack's income is derived from access charges levied on the train operators. Limited government grants will be available for major infrastructure investment, but Railtrack is expected to raise most of its investment capital on the commercial markets.



The train operators can be divided into two groups, passenger and non-passenger. Out of the old passenger Sectors, 25 new companies have been formed, loosely based on the former Sectors' profit centers. These are train "operators" in the literal sense; they own no assets, as all the passenger equipment is owned by three newly set up leasing companies which supply stock to the operators, whilst stations are rented from Railtrack. Each is now being transferred to the private sector by franchise. Interested parties bid to obtain a franchise, which lasts a minimum of seven years, although it can be longer if the bidder agrees to meet certain investment criteria. Successful bidders are expected to operate their services in a commercially viable way, but public subsidy is available to cover losses incurred by running a core service level specified by the government-appointed Rail Regulator. It is therefore the bid for the lowest subsidy which generally secures the franchise for the bidder.

The first three franchises were awarded in December 1995, with South West Trains going to Stagecoach, a major bus operator, and Great Western and London Tilbury & Southend to their existing managements in leveraged buy-outs. The change of ownership was to take place on February 4, 1996, and whilst SWT and GW went smoothly, the transfer of LTS was halted at the last minute after the discovery of financial irregularities and was later awarded to a consortium of bus operators. Four more operations, East Coast Mainline, Midland Mainline, Gatwick Express and Network SouthCentral, passed into private management in April, and it is expected that all 25 will be in the private sector by spring 1997.

On the non-passenger side, things are a little more straight-forward. The mail and parcels business, now known as "Rail express systems Ltd.," and the freight companies actually own their own locomotives and rolling stock, although depots and yards are still largely rented from Railtrack, and, like the passenger operators, they pay for access to the Railtrack network.

The freight business was to be split into *five* operations! Railfreight Distribution lost its container traffic to a new company, Freightliner, whilst Trainload

was split into three regionally based companies called Loadhaul, Mainline and Transrail, which it was intended would compete with each other, avoiding a monopoly. Again this overlooked the simple facts that in the U.K. only about 7% of freight (140 million tons per annum) now travels by rail in a country the size of Pennsylvania.

Each of these companies would be sold to the highest, or most competent, bidder, and there would be no public funds available to support operating losses. The first to be put on the market was Res, which was sold on December 9, 1995, for œ25.7 million ($38.5 million) to North & South Railways Ltd., a consortium formed of Wisconsin Central and venture capital specialists Berkshire Partners of Boston, Mass., and Fay Richwhite of New Zealand, the same consortium which acquired control of New Zealand Railways. Next on the block were the three Trainload companies. Not surprisingly, there was little interest in the individual companies, and eventually the government was forced into selling all three to a single buyer, which, after some interest from OmniTRAX, among others, turned out to be Wisconsin Central's North & South Railways, with the sale being formalized on February 24, 1995, for £225 million ($337.5 million). In late April 1996 North & South adopted the trading name of "English, Welsh & Scottish Railways" (EW&S), which was carefully chosen to reflect the national sphere of the operation and have a "traditional" sound without re-using any old names — old loyalties die slowly in Britain.

The next freight operator to go up for sale was Freightliner, in the early part of 1996. At the time of writing (July 1996) it was unclear who would be bidding, but WC said they were not interested in this heavy-loss-making business. Railfreight Distribution is expected to be one of the last businesses to be sold, probably in early 1997, and with its Channel Tunnel business is likely to attract a WC bid.

Finally, you may be wondering about the remaining 60 or so businesses which were once part of BR. These are mostly smaller units covering the multitude of support services needed to operate a national railway system. Things like locomotive and stock overhaul shops, signalling and track design and maintenance, computer and design services. All are progressively being sold to private sector buyers. For example, ABB has purchased several of the workshops, whilst Westinghouse has made acquisitions in the signalling field.

By now you may be thinking all this is a little crazy. Indeed, Wisconsin Central's Ed Burkhardt has said the whole process is "mad," so why has he bought his way into the asylum, and what has he got? Let us now look at the businesses as they were at the time of sale to WC.

Rail express systems

"Res," as it is known, is primarily the operator of a nationwide network of mail trains. In 1993 it was awarded a ten-year contract by the Royal Mail, the British postal service, to transport about 24% of all the letter post within the country, including international mail. To provide this service, it operates a complex timetable of around 60 dedicated mail trains each day. These mostly run at night, and as well as operating to and from London, they also connect various regional centers. Some of these trains simply carry pre-sorted mail, but others convey RPO vehicles where sorting is done en route. Timings are critical, as the trains often meet at hubs to exchange mail and sometimes cars. They are timetabled as Class 1 trains, the same as InterCity services. Delays can result in Res facing financial penalties from the Royal Mail, although the agreements allow for these penalties to be passed on to Railtack when they are deemed to be the guilty party. The Royal Mail business is worth approximately $45 million a year to Res. However, in the 1994/'95 financial year Res turned in a loss of about $15 million.

The mail operation is a partnership with Royal Mail. The latter is making its own major investment in equipment and infrastructure to help Res, and now EW&S, be more efficient, including financing and owning a fleet of brand new Class 325 four-car postal emu's (electric multiple-unit cars) which are operated by EW&S. At present the mail trains operate from passenger stations, but a series of six purpose-built "hub" centers are under construction to act as loading and interchange points — some will include postal sorting offices. The first, at Willesden in north west London, opens in October 1996, and the remainder, at Filton (Bristol), Birmingham, Motherwell, Warrington, Doncaster, Tonbridge and Low Fell (Gateshead), will be operational in 1997.

The Royal Mail's parcels business, Parcel Force (like BR it is sectorized), relies almost exclusively on road transport, however, Res does operate a handful of daily parcels trains for Red Star — another former-BR company.

Res is unique in that it has an operating license which allows it access to the entire Railtrack network — the passenger companies are restricted to their own territories. Res makes use of this in a number of ways. It is contracted to move off-lease stock between depots on behalf of the three passenger rolling stock leasing companies, and it provides planning, crews and motive power for non-timetabled passenger specials from the Royal Train down to fantrips. The stock for the former is currently owned by Railtrack, whilst that for the latter comes from private owners or the preservation movement. A large number of the fantrips are, of course, steam-hauled with privately owned locomotives, albeit manned by Res crews.

Considerable controversy blew up

DAVID CABLE

DUAL-MODE ELECTRIC/DIESEL 73114 *Stewarts Lane TMD* — the British equivalent of an FL9 — headed up a Rail express systems Bristol-Tonbridge mail storage train in third rail territory at Nuttfield in October 1995. The largest single traffic source for Wisconsin Central's EW&S is handling coal for power plants like the 58011 *Worksop Depot* in Trainload Freight gray with Mainline branding (**opposite**) easing a unit coal train through the unloading facility at Powergen's Ratcliffe-on-Soar power plant near Nottingham on April 27, 1996.

MIKE WALKER

during 1995 over the charges being made by Res for these services, which meant that the tour promoters were being faced with uneconomic operations. This, combined with a record hot, dry summer, brought steam operations to a standstill. The Rail Regulator has now stepped in, and Ed Burkhardt has also indicated a more realistic approach to costing, so hopefully things will soon be back to normal — we certainly can't expect two record hot summers in succession, it's not British!

At the time of sale, Res employed about 720, of which 230 were train crew. They owned 162 locomotives (27 Class 08 shunters, 115 Class 47 2600-h.p. C-C diesel-electrics, 15 Class 86 3600-h.p. B-B electrics and five Class 90 5000-h.p. B-B electrics), 133 RPO's and 400 other vans and has the use of the Class 325 postal emu's. These and the RPO's carry the Royal Mail's scarlet livery, but the remainder of Res's fleet was being repainted into a cherry red and dark gray livery, although this was far from complete at the time of sale.

The fleet is maintained at four depots in Bristol, Cambridge, Crewe and London/Euston. The Bristol depot is owned by Res, but the others are leased from Railtrack. Crewe looks after the Class 08 and 47 diesels and does work on similar locomotives owned by other operators as an outside contractor. The straight electrics, however, are cared for by West Coast Mainline, which operates West Coast InterCity services at its Crewe electric shops.

Trainload Freight

As previously mentioned, TLF was the part of BR which operated the unit freight trains. To American minds this conjures up images of mile-long coal trains, but in Britain things are somewhat different. Trainload here still means that the entire train carries one commodity from origin to destination, but it may consist of only one wagon or the maximum of about 35. Even if the traffic were available in Britain to fill a typical U.S.-style train, it would be impractical to operate given the physical constraints of the network and the need to slot freights between frequent 100-to-125-m.p.h. passenger trains.

Prior to the short-lived reorganization into the three competing companies, TLF was divided into four major profit

centers or Sub-Sectors, which give a good idea of the kind of traffic handled. These were Coal, which also looked after nuclear traffic; Construction, which carried stone, ballast and other materials for the construction industry; Metals, which served the steel and engineering industries, and Petroleum, which catered for the oil and chemical industries.

Whilst a separate business, mention should be made of Railfreight Distribution. The wagon-load service provided by RfD is very different from the common-carrier general merchandise operation typical across North America. BR got out of that market completely in the 1970s when it finally concluded it could not compete with trucks, thanks to outmoded practices, a lack of investment and the government's pro-road stance which seems never-changing regardless which party is in power. Instead, RfD operates a service for shippers who wish to send traffic via the railway in their own vehicles, and this encompasses a wide variety of traffic. It should also be noted that in recent years BR has disposed of a large part of its fleet of revenue-earning freight equipment, instead preferring its customers to purchase or lease their own equipment. RfD is also responsible for the operation of international freight trains via the Channel Tunnel, which includes both wagon and trainload traffic.

In April 1993 the Trainload business was divided into three companies. The criteria for this division was to create three regionally based but competing companies, each with approximately the same turnover. The result was "Loadhaul," serving north east England and headquartered at Doncaster; "Mainline Freight," headquartered in London to serve the east, south and southeast of England, and Crewe-based "Transrail Freight," covering the rest of England, Scotland and Wales. This division was determined by the location of the principal customers, whose traffic flows often take all three companies' trains well beyond their own territories into those of its competitors. It was also envisaged that all three would compete with each other for renewed or new contracts. In addition to their unit train operations for commercial customers, each assumed responsibility for operating MoW trains which were previously run by the Civil Engineering department — now fragmented and sold.

Loadhaul

Although it had the smallest geographical area, Loadhaul was the busiest and most productive of the three. In its last financial year it carried 38 million tons and generated $225 million revenue from commercial business and a further $37.5 million from within the industry, resulting in a $75 million profit. Its biggest commodities were coal and steel, its biggest customers National Power and British Steel (BSC). The former has a number of large power plants in the South Yorkshire area which each receive many daily trainloads either from the surviving local mines or imported through the docks at Immingham. This Humberside port also provides much traffic for conveyance to the sprawling BSC complex at Scunthorpe — just 21 rail miles away. Five million tons of iron ore and two million tons of coal make this short journey each year. Equally important is the traffic away from Scunthorpe in both finished and semi-finished steel products which are delivered to a variety of destinations including stock-holders in the West Midlands and other BSC plants for finishing. Loadhaul also serves another large BSC steel making plant at Redcar on Teeside and, although here most of the raw materials arrive by sea, there is considerable outgoing traffic. Humberside and Teeside are also home to a number of oil refineries, terminals and chemical plants which generate flows.

In late 1995 Loadhaul operated 194 locomotives and 5470 wagons, although many of the latter were non-revenue MoW vehicles, and it employed around 1650 people. Its principle locomotive depots were Immingham and Thornaby (Teeside) with smaller depots at Doncaster and Knottingley (South Yorkshire).

Mainline Freight

Operating in the southern part of the country, Mainline did not get involved with the transport of steel products, flows into its area being handled by the other two businesses. Instead, Mainline's most important commodity, representing almost a third of its business, was coal from the remaining mines in the East Midlands to various power plants in the region. A close second was stone products for the construction industry. This traffic is dominated by two companies with large limestone quarries near each other in Somerset, Associated Roadstone (ARC) and Foster Yeoman, both of whom not only supply their own trains but also their own locomotives, the EMD-built Class 59s. Operation and crewing of these trains was, however, the responsibility of Mainline as was the haulage of the additional stone trains for ARC and Foster Yeoman for which Class 59s were not available and trains for other, smaller minerals companies. It also got business from oil refineries along the Thames estuary east of London and near Southampton for distribution both within and beyond its area. Another sizeable flow is domestic refuse from greater London and Bristol, which is conveyed in closed containers to landfill sites in the southeast.

Rail industry traffic also contributed to a large share of Mainline's business, as it covered the whole of the densely packed London and South East commuter network, which requires a considerable amount of infrastructure maintenance and renewal.

Total tonnage in 1994-'95 amounted to around 29 million, generating $288 million revenue ($84 million of that from rail industry business) and generating a profit of approximately $23 million. It operated 284 locomotives, 6200 wagons and employed about 2450, based at depots at Toton (Nottingham), Old Oak Common, Stewarts Lane and Stratford (all in London).

Transrail Freight

Despite covering nearly two-thirds of the country, Transrail had the smallest traffic base, generating 23 million tons but worth almost the same as Mainline's, a third coming from rail business and produced a small operating loss in 1994/'95. It was fortunate in that it enjoyed a very broad customer base. Again coal was only a minority (15%) traffic. Its most important traffic was steel, representing about 22% of the total, much of it originating from BSC's steel mills at Llanwern near Newport in South Wales. This includes several daily 3000-ton iron ore trains (Britain's heaviest regular trains) arriving from Port Talbot and outgoing finished products. It handled considerable limestone traffic from the Derbyshire Peak District, much going to the South Yorkshire power plants where it is used to desulphurize the stack emissions. Other traffics included all of Britain's nuclear fuel traffic between the power plants and the reprocessing plant at Sellafield in the north-west and petroleum, construction and food industry traffic.

Transrail demonstrated more flair than either of its competitors in pursuing new traffic. From the start it introduced a wagonload service under the title of "Enterprise." This was aimed at long distance flows of 400 or more miles, not

The perils of photographing the Royal Train

MIKE WALKER

Whilst railfans photographing trains in Britain are not usually hassled, provided they act in a responsible and safe manner without trespassing, there are exceptions, notably the Royal Train, because of security requirements.

For a start, its frequent movements, mostly at night, are kept secret on a "need to know basis." To take this photograph I was tipped-off by an inside contact. On arrival at Slough station I found that although access to platforms 3 and 4 was permissable to catch a service train, the police would not allow me to photograph the Royal Train standing across at platform 5! I relocated to a road overbridge at the end of the station which was under armed police guard. They allowed me to take shots, at gun point, provided I did not use flash!

For the record, the movement was symbol 1Z02, the 23.59 Slough to North Queensferry on Sunday April 7, 1996, taking HRH The Prince of Wales and Princes William and Henry to look at the Forth Bridge on their way to Balmoral. The locomotive was 47799 *Prince Henry*, one of the two Royal 47s.

So if you are in Britain and you happen to see a very clean train painted in an overall deep claret livery, take your pictures discreetly and keep it to yourself — MIKE WALKER.

that easy in a small country like the U.K., where rail can be cost-competitive with road haulage such as London to Scotland or the West Country to the North East of England. Whilst this is still a "green new shoot" accounting for only half a dozen of Transrail's 220 or so daily trains, it does show considerable promise and is set to expand under WC control. Transrail has also been active in the promotion of modern Roadrailer and piggyback intermodal service in the U.K. with encouraging results. It also hired locomotives to several passenger operators.

Transrail's fleet was the largest of the three and consisted of 436 operational locomotives and 7600 wagons. It employed a staff of 2800. Its depots were at Cardiff, Bescot (Birmingham), Crewe and Motherwell.

WC's motive power

The combined TLF locomotive fleet conveyed to EW&S consisted of 217 Class 08 and 09 shunters, ten Class 20 1000-h.p. B-B's, 153 Class 31 1470-h.p. A1A-A1A's, 44 Class 33 1550-h.p. B-B's, 285 Class 37 1750-h.p. C-C's, 61 Class 47 2580-h.p. C-C's, 130 Class 56 3250-h.p. C-C's, 50 Class 58 3300-h.p. C-C's and 100 Class 60 3100-h.p. C-C's, all diesel electrics, and 25 Class 73's, which are 1600-h.p. B-B third rail d.c. electric locomotives with auxiliary 600-h.p. diesel engines. About 300 of these were already in long term storage or retired pending sale. Under TLF most of the fleet had been repainted into a striking three-tone gray livery with colorful symbols to indicate which sub-sector they belonged to. The new companies began applying their own colors in 1995, Loadhaul a startling black and orange, Mainline solid blue (different from the old BR shade) with silver markings, whilst Transrail simply applied new decals to the existing triple-tone gray. In the light of subsequent events, this was yet another waste of money which, incredibly, continued after it was clear that WC would be buying and merging all three and continued right up to the day of sale!

Also included was the fleet of nearly 20,000 wagons, although it must be remembered that almost half of these are non-revenue, whilst the majority of the revenue fleet consists of coal hoppers.

The way ahead

After decades of decline, the arrival of Wisconsin Central and its dynamic management team led by Ed Burkhardt and Tom Power seems almost too good to be true, with a string of almost utopian pledges to turn the business around. Were it not for their superlative track record in the U.S. and New Zealand, it would be regarded as some kind of pipe dream.

First, WC has merged all four businesses (Loadhaul, Mainline, Res and Transrail) into a single company under the name "English, Welsh & Scottish Railways" and introduced a single house color scheme based on WC's maroon and yellow. The new scheme was introduced on the 60019 (this month's front cover) and 37057 (August '96 R&R, page 3) and has since been applied to 37051, 58033, 73128 and 47734. The styling of the maroon and yellow is severely limited by the British safety laws which require yellow ends on main line locomotives. WC is turning to local fans to design a herald for the EW&S through a contest in the British *Rail* Magazine.

Merging the businesses makes a lot of sense. It enables a slimmer management structure and allows consolidation of operations and facilities. All of WC's trains in Britain already operate with crews of just one man — the engineer — so on the face of it there is not the scope for the massive changes in working practices we saw when WC first took over the former Soo lines. There is, however, much scope for more productive use of the engineer's time to reduce numbers and costs. The most obvious

area for manpower savings is in management, where four separate teams will be consolidated into one. It is worth reflecting that in Wisconsin WC carries as much traffic as the U.K. operation with around 2000 employees compared to 7000 in the U.K. The WC has already indicated it will down-size the workforce at least in the short term with up to 4000 positions being eliminated. A landmark agreement between Great Western Trains and the engineers' union ASLEF in April 1996 should create a precedent to enable EW&S to introduce new working practices.

WC's engineering staff has not been impressed with the various locomotives it has inherited. The various BR designs are in many ways inferior to their U.S. cousins due in part to the way they were acquired and built in relatively small numbers from a variety of builders who had not a proven track record of diesel locomotive design and construction — unlike the U.S., where two or three builders have a relatively large market and are able to develop a new products properly before putting them on sale. Once again this is the price of state ownership and politicians meddling in things they don't understand.

A program of new locomotive purchases has been initiated to replace the worst of the fleet, the Class 47s. It was recently announced that the WC has ordered 250 EMD locomotives based on the JT42CW design delivered to Irish Rail (September 1994 R&R). These 3000-h.p. C-C units have 16-cylinder 710 engines and the latest EM-2000 computer control package in a double-ended full-width carbody. The new Class 61 will be 220 freight JT42CW's geared for 75 m.p.h., while the 30 Class 66 dual-service JT42HCW's will be geared for 100 m.p.h. Delivery is slated to begin in the third quarter of 1997. The workshops will be rationalized and modernized to support the new fleet. Some of the newer ex-British Rail designs may be extensively upgraded and/or repowered.

As it has done elsewhere, WC intends to aggressively seek out additional business. On the former Res side it has its eyes on capturing a slice of the Royal Mail's Parcel Force business and of the numerous competing parcels services in Britain. On the pure freight side, its intentions are even more ambitious. At the time of the sale, Mainline and Transrail were completing a deal to bring deliveries of fresh milk from the south west of England to London back to the rails for the first time in nearly 20 years. Most radically, in addition to building on the existing business, EW&S intends to reintroduce a nationwide wagonload freight system, building on Transrail's successful Enterprise service.

This is no easy task; it will involve considerable capital investment to reopen long-abandoned yards and sidings, even branch lines, as well as providing a number of road-rail distribution points and a fleet of new freight wagons — there are no sources of used equipment to acquire in Britain.

EW&S faces competition not just from the road haulage industry. In 1995 National Power started to operate its own trains powered by GM-built Class 59/2s with its own crews under the "open access" provisions of the privatization legislation. This was followed by British Nuclear Fuels using ex-BR Class 20s. If this trend continues it will have a serious impact on the potential profitability of the EW&S business. The challenge will be for EW&S to provide a service which is both reliable and cost effective enough to dissuade expansion of direct service.

The success of Wisconsin Central's plan is going to be largely dependent on what position Railtrack takes. It will be for Railtrack to reconnect abandoned trackage, and there is concern that the charges they may try to make for this and network access will derail the whole

operation. So far, at least, Railtrack has not learnt the private sector mentality it needs. The WC argument is that it is in Railtrack's interest to provide these facilities at minimal initial cost, as the investment will be payed back by the increased traffic and thus access charges generated.

Another stumbling block is that, despite the best intentions of WC, the cards are still stacked against rail freight. A truck with a gross weight of 105,500 lbs can be put on the British roads for a mere $5000 per year in road tax plus operating costs. It is calculated that, taking into account Railtrack's access charges, it could cost up to $150,000 per year to operate a rail vehicle. To put this another way, Railtrack access charges will account for some $285 million or 30% of EW&S's total annual costs — almost twice the share WC spends on infrastructure maintenance in the U.S.

The idea of splitting the infrastructure and operations is not unique to Britain. The European Union has issued a directive requiring all member states to separately account for their rail infrastructure and operations, but most are doing it within their existing state-owned operations. The nearest model to the British idea is in Sweden, which is not a member of the E.U. Here the network has also been privatized, but all subsidies are paid to the infrastructure owner. The operators receive no subsidy but, on the other hand, are only faced with the direct costs of actually running and maintaining the trains. This puts railways on a level playing field with road transport where operators are similarly faced covering direct operating costs whilst the tax payer pays for the construction and upkeep of the roads. If this pattern were followed in Britain, WC would have a much easier task, but the opportunity was lost. In spite of vague threats from the political opposition to re-nationalize Railtrack if it wins the next election, it seems it will not be able to afford such a policy.

Without doubt Britain presents Ed Burkhardt and his team with their greatest challenge yet. They are determined to make it work and intend being involved here for the long term. Given their track record, they are more than likely to succeed, but it will be a severe uphill struggle.

Reaction to the sale of a large part of the former British Rail to an American buyer has been mixed. At first the media picked on the Royal Train connection, making it appear, wrongly, that the actual train had been sold. Then it turned to claiming that Americans are not able to run railways. In a radio interview, a BBC journalist asked the Secretary of State for Transport Sir George Young why he was selling this prize piece of BR to "a little known American company who has merely asset-stripped and run down their own operation." Whilst this may be true of some operators, it is certainly not of WC and extremely unfair. The Great British Public are largely against the whole rail privatization idea but, understandably, are more concerned about passenger operations. The army of railfans are now resigned to what is happening and are adopting a wait-and-see approach, hoping that WC fulfills the dream. Time will tell.

An interesting few years lie ahead.

DAVID CABLE

THE FOSTER-YEOMAN STONE TRAINS now operate under EW&S, and not all use F-W's EMD Class 59s. Here in August 1995 the 60018 *Moel Siabod*, in former Trainload Freight two-tone gray with Mainline branding, was passing Gatwick Airport on an Acton-Crawley working.

The 15th Annual R&LHS Awards

The Railway & Locomotive Historical Society's Railroad History Awards have passed a significant milepost: 15 years of recognizing the writers, historians, and photographers who make our field so fascinating. The winners in the 15th annual Railroad History Awards were announced at the Society's Annual Banquet on Saturday evening, June 1. They were presented at the Society's Annual Meeting, hosted this year by the Pacific Coast Chapter at the Flamingo Hilton Hotel in Reno, Nevada. Included with each Award is a $250 honorarium.

The Fred A. and Jane R. Stindt Photography Award recognizes outstanding contribution to the photographic interpretation of North America's railroad history. The Panel voted this year to recognize the lifelong accomplishment and contribution of Stan Kistler.

Stan Kistler has been taking pictures for over 50 years, and his credit line is known by every railroad enthusiast and historian in the U.S. Stan took his first photo in 1943 — of a Santa Fe locomotive in San Diego — and some 35,000 pictures later, he is still extremely active. In books authored by writers from Beebe to Drury, Stan has contributed both black & white and color. (See, for example, several of Beebe & Clegg's books, Bob Church's second edition of *Cab-Forwards*, Chard Walker's *Rail Passage to the Pacific*, John Signor's *Tehachapi* and George Drury's *Santa Fe in the Mountains* for some of Kistler's best work.) In every rail magazine, starting with *Trains* in the 1940s and extending to RAILFAN & RAILROAD in the 1990s, Stan has contributed definitive pictures. An early influence was mentor and friend Frank Peterson, who, before his untimely death in 1951, taught Stan composition (getting "context" into the picture, "faming" and the use of surprising angles), the basics of action photography and night techniques. Stan also became a writer and a sound recordist, producing several LP records in the late 1950s, and today he writes a column for the Santa Fe Historical & Modeling Society's *Warbonnet*. It's by his creative camera, however, that Stan Kistler is best known. From a Speed Graphic acquired in 1949 to his 35mm color work of the last quarter century, he has not only documented the railroads of the West, he has crafted beautiful images that will last as long as railroads and their history endure.

The George W. and Constance M. Hilton Book Award is for an outstanding work of lasting value to the interpretation of North America's railroad history published during the three-year period preceding the Award. New this year was the formal participation of R&LHS members in suggesting authors and works for nomination, in both the Article Award and Book Award categories.

This year's nominees for the Book Award

WILLIAM L. WITHUHN

RAILROAD HISTORY PHOTOGRAPHY AWARD for 1996 was presented at the Reno, Nevada, R&LHS banquet on June 1 to Stan Kistler (left), and the Article Award went to Editor Kevin Keefe (right) for the entire November 1995 issue of *Trains* Magazine, featuring the Union Pacific.

by William L. Withuhn

were: Christopher Baer, William Coxey and Paul Schopp, *The Trail of the Blue Comet: A History of the Jersey Central's New Jersey Southern Division*, West Jersey Chapter, NRHS, 1994; Jim Boyd, *Illinois Central: Monday Mornin' Rails*, Andover Junction, 1994; John K. Brown, *The Baldwin Locomotive Works: 1831-1915*, Johns Hopkins University Press, 1995; Willliam Deverell, *Railroad Crossing: Californians and the Railroad. 1850-1910*, University of California Press, 1994; Colleen A. Dunlavy, *Politics and Industrialization: Early Railroads in the United States and Prussia*, Princeton University Press, 1994; John F. Garden, *The British Columbia Railway*, Footprint Publishing Co., 1995; H. Roger Grant, *Erie-Lackawanna: Death of an American Railroad*, Stanford University Press, 1994; Don L. Hofsommer, *Grand Trunk Corporation: Canadian National Railways in the United States. 1971-1992*, Michigan State University Press, 1995; Bruce G. Moffat, *The 'L': The Development of Chicago's Rapid Transit System. 1888-1932*, Central Electric Railfans' Association, 1995; John R. Signor, *Southern Pacific's Coast Line*, Signature Press, 1995; Paul H. Stringham, *Toledo. Peoria & Western*, Deller Archive, 1993; James E. Vance, Jr., *The North American Railroad: Its Origin. Evolution and Geography*, Johns Hopkins University Press, 1995; William L. Withuhn, *The Spirit of Steam - The Golden Age of North American Steam*, Smithmark, 1995; William L. Withuhn (ed.), with John Armstrong, Jim Dilts, H. Roger Grant, Walter Gray, John Hankey, and Don Hofsommer, *Rails Across America: A History of Railroads in North America*, Smithmark, 1993.

The winner this year was *The Baldwin Locomotive Works: 1831-1915*, by John K. Brown.

Many railfans are unaware of it, but one of the most encouraging recent developments in our field is that mainstream historians have been rediscovering railroad history. Some past R&LHS winners are illustrative: *Railroad Signatures across the Pacific Northwest* by Carlos Schwantes, or *The North Carolina Railroad* by Alan Trelease. Such books, together with several of this year's nominees, show clearly: there is a resurgence of real, analytical and well-written history about railroads emerging from the universities. This is altogether welcome, and it doesn't diminish any of the fine work of enthusiasts but, instead, adds to the richness — and public credibility — of our field. For fans who delve into these books, there are treasures in store.

The Baldwin Locomotive Works by Jack Brown is such a volume: rich in new insights, rich in context, well-illustrated and easily read ("lucid" was one railfan reviewer's term), this book goes far beyond the usual corporate history. Brown's contribution is his sweep and scope: he analyzes Baldwin as part of the American capital-goods business as a whole, including other related industries, and he ties Baldwin's product design, management, innovations, and success (or failure) to its relationships with its railroad clients. Baldwin's workforce, how that workforce was organized, and the art of building locomotives are also beautifully treated. Even though his main story ends with Baldwin's peak before and during World War I, Brown makes connections to modern challenges facing today's builders. No history of American locomotive builders, past or present, can now be written without reference to this standard-setting work.

The David P. Morgan Article Award is for an outstanding article of lasting significance to the interpretation of North America's railroad history, published during two years preceding the Award. Eligible this year were articles from 1994 through 1995, based on cover dates.

This year's nominees for the David P. Morgan Article Award were: Robert Aldag, Jr., "The Speed Merchant, in *Trains*, March 1995; Mark Aldrich, "Safe and Suitable Boilers: the ICC and Locomotive Safety, 1900-1945," in *Railroad History* 171, Autumn 1994; Curt Bianchi, "Rails to the Last Bonanza - the Nevada Northern Railway Museum," in *Locomotive & Railway Preservation*, September/October 1995; Brian Coffey, "Boston's South Terminal Station: An Electric Traction History," in *Railroad History* 170, Spring 1994; Gordon L. Iseminger, "Silk Trains of the Great Northern Railway," in Minnesota History, Spring 1994; Bob Kredel, "In Profile: Ward and Betty Kimball," in *L&RP*, March/April 1995; Steve Manhard, "Riding the Big Four," in *NRHS Bulletin*, Vol. 60, No. 5, 1995; Fred Matthews, "Regional Rail in the Bay Area - 50 Years of Decline and Revival," in *Passenger Train Journal*, June 1995; William D. Middleton, "Electrifying Pennsy's Northeast Corridor," in *Vintage Rails*, Fall 1995; Bert Pennypacker, "The Evolution of Railway Mail," in the *NRHS Bulletin*, Vol. 60, No. 2, 1995; Mark Reutter, "The Life of Edward Budd," in *Railroad History* 172 and 173. Spring and Autumn 1995; Kenneth Strawbridge, "The Land Ships," in *Trains*, March 1994; *Trains* Magazine, entire November 1995 issue, on the Union Pacific Railroad; James Ward, "Railroads in the American Context," in *Railroad History* 171, Autumn 1994.

The winner is the November 1995 issue of *Trains* Magazine — its 55th Anniversary Issue.

Never before have the Railroad History Awards recognized an entire issue of a magazine. But the November 1995 issue of *Trains*, focusing on the Union Pacific and "the rail revolution of the 1990s, was so impressive to both panelists and R&LHS members that the nomination — made originally by George Hilton — seemed entirely in order. Editor Kevin Keefe, *Trains* team members Dave Ingles, Mike Danneman, Rob McGonigal, and Nancy Bartol, together with contributors Fred Frailey, Frank Bryan, Dave Lustig, Bob Wegner, John Corns, Scott Hartley, Bill Edgar, Howard Ande, Ned Jones, Gary Benson, Reggie McGee, Paul De Luca, Bob Johnson, Michael Malone, Mark Bess and Greg McDonnell together produced a masterpiece of feature journalism. And as for history,, there is no doubt that the November 1995 issue will be consulted for years to come as historians try to make sense of the vast restructuring of the industry and its operations now underway.

Beginning this year, the Awards for Senior Achievement and for Photography will be given in alternate years. The next Senior Achievement Award will be in 1997 and the next Photography in 1998.

Awards are conferred by secret ballot of the Awards Panel. Members of the Panel this year were: George Hilton (Prof. of Economics Emeritus, UCLA), Prof. James N.J. Henwood (East Stroudsburg University), Arthur L. Lloyd (Amtrak, ret.), Prof. Don L. Hofsommer (The Lexington Group, and St. Cloud State University), Robert McGonigal, (Assoc. Editor, *Trains*), Prof. H. Roger Grant (Ed., *Railroad History*), Mark Smith (Great Eastern Publishing), Jim Boyd (Ed., RAILFAN & RAILROAD), Donald Snoddy (Union Pacific Railroad Museum), Robert Church (R&LHS), Charles Zlatkovich (R&LHS) and Bill Withuhn (chair).

Chicago Transit Authority
REOPENS THE GREEN LINE

It was a major commitment to the riders of the Lake Street and Jackson Park lines that shut down the route for nearly two years of rehabilitation

BY BRUCE C. NELSON

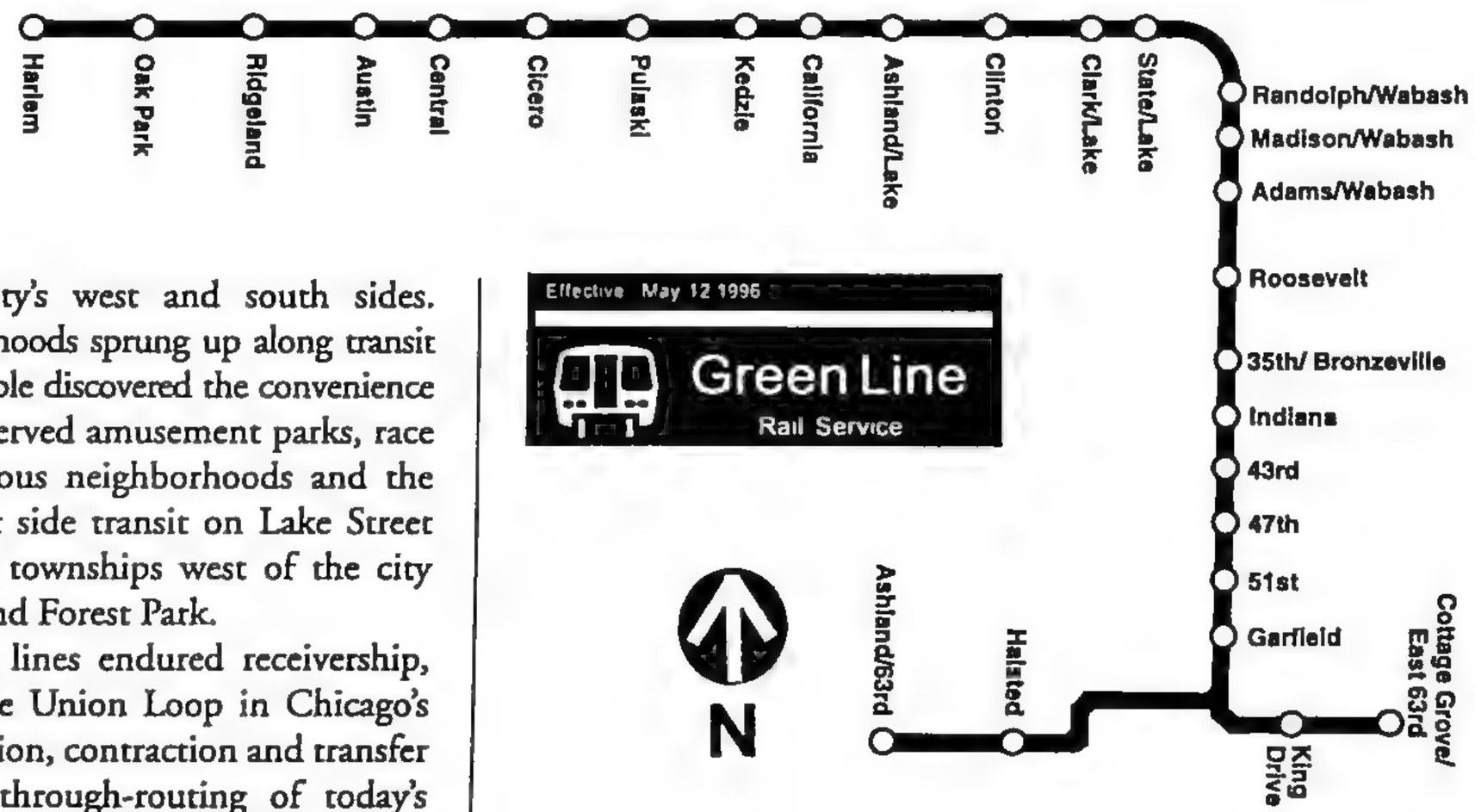
In the summer of 1993, the Chicago Transit Authority took a bold step that would change the face of its oldest elevated rail line. Suffering from its age, coupled with maintenance that had not kept pace with structural deterioration, the Lake-Englewood-Jackson Park "Green Line" was due for either abandonment or renewal. The choice to rebuild was difficult but logical. In times of environmental awareness, it makes good business sense to invest in transit.

Constructed as independent private lines in the 1890s, the components of today's Green Line played integral parts in the development of the Windy City's west and south sides. Commerce, industry and neighborhoods sprung up along transit lines around the early 1900s as people discovered the convenience of rapid transit. South side lines served amusement parks, race tracks, various industries, numerous neighborhoods and the famous stockyards complex. West side transit on Lake Street opened new development in the townships west of the city including what is now Oak Park and Forest Park.

Through the years, the transit lines endured receivership, expansion, the construction of the Union Loop in Chicago's central business district, consolidation, contraction and transfer to public ownership. However, through-routing of today's Green Line trains did not occur until early 1993, when the Chicago Transit Authority restructured its heaviest traveled lines. The North Main Line (Howard Street service) was connected to the Dan Ryan Line in order to better utilize manpower and equipment. At the same time, two less traveled lines, the Lake Street and South Main Line (Englewood and Jackson Park service) were linked.

After this rerouting, CTA officials took a fresh look at capital resources and planned a long-term strategy for the entire rail system. The decisions in the early part of 1993 were by no means easy, nor were they anything but landmark in nature. Instead of abandoning service on the Green Line, which was experiencing declining ridership, it was decided to completely renovate it. This was a clear vote of confidence in the ability of a renovated line to attract new passengers and jump-start some economically depressed areas of the city.

To fully appreciate the importance and magnitude of the decision, consider both the passenger's perspective and that of the transit manager. The passenger has been riding a train that has been getting progressively slower due to the failing structure and track, while speedier alternatives are available. The transit managers, holding purse strings to a finite capital budget needed for the entire rail and bus system infrastructure needs, have to contemplate what other projects will not be funded when the Green Line renewal absorbs a large chunk of the pie.



Travel times on the 1993 Green Line were excessive at best. To cover the 17 miles from one end to the other, a traveler could expect to spend in excess of an hour on the train. Many stations had not seen considerable maintenance in years, and some of the oldest rolling stock on the system was operated on the route. These attributes all added up to declining ridership, a trend the CTA desperately needed to address.

Slow orders were rampant on the Green Line; in some places, over three miles could be traveled at 15 m.p.h. or less. This was obviously unacceptable to both the CTA in terms of crew costs and equipment use and to the passenger in terms of trip time and value of service.

Once the decision was made to completely renovate the Green Line, funding had to be identified and secured. Most of

PHOTOGRAPHY BRUCE C. NELSON

UNION PACIFIC STACK TRAIN YG216 was passing the CTA museum yard at Forest Park, Ill., on March 27, 1996, on the former Chicago & North Western main line. This CTA yard was isolated during the Lake Street line reconstruction.

the dollars used for construction were already promised to the CTA by grant agencies of government, so funds were consolidated and programmed into the Green Line account. Following approval of the governmental agencies who regulate transit funding, the Green Line renovation project received the green light to proceed.

After considering several different dates to close the line, the last trains operated on January 9, 1994. Line closure during construction was deemed essential to complete the project in as short an amount of time as possible, even though it would inconvenience a number of passengers. Maintaining service at any level during the construction process would have inflated the cost and extended the project well beyond acceptable parameters.

In order to serve displaced passengers during the reconstruction process, two express bus routes were inaugurated. Ridership counts on the replacement buses revealed that about one-third of the Lake Street passengers and one-half of the South Main riders opted for the bus substitute service. Other passengers, it was presumed, found another alternative such as commuter rail, other bus route or automobile.

Construction included replacement of any elevated structure components that were in danger of failing, sinking new column supports in the streets and alleys under the tracks, new crossties, running rail and contact rail, and new or renovated stations. Many other parts received attention as well: signal systems, interlocking trackwork, maintenance shops and rolling stock.

Considerable assistance was solicited from the various community groups throughout the city and suburbs to help decide new station attributes and locations, among other things. Community involvement was essential to the project's success, and is expected to have a lasting impact on future economic development around the Green Line.

The first phase of the renovation process involved stripping all old track from the structure and demolishing stations that were structurally unsound. Workers then moved in to begin structure rehabilitation, which included new column bases, spot replacement of stringers, bents and flange angles, and, ultimately, new paint. Over 1,700 new concrete column bases were sunk into the ground to support the elevated structure, and over 3,500 tons of steel were replaced. Following this repair, the steel received a protective coat of paint to help prevent corrosion and deterioration. About 73,000 gallons of paint was applied to the Green Line "L" structure.

Three truss bridges were replaced during the reconstruction process. On Lake Street, the bridge over the north end of North Western Station was removed and replaced with a girder bridge. On the South Side, truss bridges over Conrail's ex-PRR Chicago Line and over Metra's Rock Island District main line, both at Englewood, received similar treatment.

Next was the installation of new running and contact rail. Track structure was to include a combination of exotic tropical hardwood azobe ties and traditional creosote treated douglas fir and white pine. Azobe ties had been previously tested on the CTA system, and original plans had called for their use throughout the Green Line. However, difficulty was experienced in taking delivery of the imported wood, and substitution was made in order not to slow the reconstruction pace.

Unique properties of the azobe timber include its density and weight. It is relatively impervious to moisture when compared to more common types of wood. Installed crossties require no creosoting or other treatment to prolong life expectancy. Azobe ties are expected to last in excess of 40 years untreated. The wood is so dense that it does not float in water. In fact, spikes cannot be driven into the wood without predrilling every hole. Even so, drill bits only last for several ties before requiring replacement. The tropical ties were installed on the Lake Street

portion of the line from about Kedzie to Laramie, and on selected portions of curved track and bridges.

Running rail is of the 115 pound jointed variety, while contact (third) rail is 80 pounds. Continuously welded rail is not suitable to elevated structure for the sake of maintenance and as a result of thermal expansion and contraction. New rail was delivered and installed in 80 foot lengths. Special trackwork was replaced and relocated where warranted to better serve regular and emergency use requirements.

Wayside signals were either replaced or reconditioned throughout the Green Line. Many of the old signal blocks were excessive in length (by transit standards) considering track speed, station spacing and train frequency. Some signal blocks were as long as 2000 feet! The wayside blocks were redesigned where necessary to provide for greater operational flexibility while maintaining the level of safety CTA passengers have come to expect.

New and renovated stations were constructed throughout the line. Of particular note is the historic structure at Ashland/Lake, which is being restored to appear similar to its as-built architecture. Other station innovations include the future construction of "Transit Centers" at two locations along the route: Pulaski/Lake and Garfield/Prairie. These facilities will be constructed to house not only passenger facilities but also retail space and room for other services such as a day care center for commuters' children. The Transit Centers are viewed as community anchors for economic development and are hoped to further spur future ridership.

Railcar maintenance shops were also renovated to provide adequate support for running maintenance on the rolling stock assigned to the line. Shops at Harlem/Lake and at Racine/63rd received attention, while the historic shop building at 61st/Calumet was converted to maintain strictly non-revenue rolling stock (flat cars, ballast cars, cranes, tampers, ballast regulators, etc.).

Original plans called for reconstruction to take about two years. As the project progressed, severe weather coupled with some problems executing contracts revealed that the original estimate was overly optimistic. Toward the middle of 1995, a tentative re-opening date of March 1996 was announced to the public. But as all good plans go, this, too, would be revised. The line was opened to revenue service without fanfare on Sunday, May 12, 1996.

REBUILDING FROM THE GROUND UP was required for many of the older elevated structures. Here a workman prepares a column for a new footing near 40th/Indiana on the south side main line on September 13, 1994. Eastbound Union Pacific LACR7 (opposite top) *had a new C&NW Dash 9-44CW in the lead passing historic CTA Pullmans 2007-2008, as viewed from the CTA shop roof at Forest Park on March 27, 1996. A UP Dash 9-44CW was in charge of westbound CSPD5 at Oak Park* (opposite bottom) *as it passed the excavation site for the CTA Marion Street station on Lake Street on February 5, 1995.*

The following week found abandonment of the replacement bus service, no longer needed. In an attempt to lure back passengers who had chosen another form of transportation, CTA offered a 25-cent introductory fare for the first two weeks of service. Preliminary ridership counts indicate that the service is well-received. Opening day found the curious out in force, trying the reopened line to see what it was like. The real test came on Monday, May 13, when full rush service was operated for the first time. Ridership was good on Monday, and steady growth was noted over the first week. As the word gets out that travel times are low and passengers can get seats for their ride downtown, ridership numbers will undoubtedly increase.

Rolling stock on the new Green Line consists of 110 cars in married pairs, built by the Boeing Corporation in 1977-'78. The equipment is numbered in the 2400-series and wears three different variations of the current CTA paint scheme. The most prevalent is the stainless steel carbody with narrow red, white and blue side stripes and red, white and blue cab ends. Second most common are the 22 cars numbered 2401-2422, which wear red, white and red carbody stripes and have diagonally aligned red and white "scare" stripes on the cab ends. These cars are wired for use as revenue cars as well as motors for non-revenue rolling stock like flat cars and ballast hoppers. Last, several cars wear the red, white and blue carbody stripes but have no paint applied to the cab ends, presenting a very clean, but dull, image.

Ongoing station construction after opening day restricted useable station platforms at some locations to 220 feet. This dictated a maximum train length of four cars while construction continued. Headways between trains was planned to be about six minutes during rush periods and ten minutes during the day and evening hours. Night service is planned to operate hourly on the west and half-hourly on the south side. When station construction is completed to a greater extent by autumn of 1996, plans call for the use of six-car consists.

Prior to reconstruction, the Green Line's respective branches celebrated their centennial anniversaries: South Side on June 6, 1992, and Lake Street on November 6, 1993. Advertisements posted in the trains and on the stations state that the reconstruction will result in "dependable travel for another 100 years!"

RAILFAN & RAILROAD

The Final Days of the Pittsburg & Shawmut

by Kurt Reisweber

PHOTOGRAPHY: KURT REISWEBER, EXCEPT AS NOTED

Friday, April 26, 1996, on awakening seems like just another day. I look outside the window of the Kittanning, Pennsylvania, Comfort Inn hoping to see a brilliant cobalt sky stretching off to infinity. Instead, a more typical Pennsylvania scene presents itself: a low slung mass of clouds roughly the color of freshly poured concrete hangs oppressively above the landscape. Intermittent rain is on tap for today.

For those connected with The Pittsburg & Shawmut Railroad Company this isn't just another day. For many of the railroad's employees this isn't just the end of a work week, it is the end of a career. For the Pittsburg & Shawmut Railroad this is the end of an era. After today, if all goes according to plan, the Pittsburg & Shawmut Railroad will no longer be in the railroad business. It will be a railroad only on paper, a railroad without rails or trains. Three months short of its 93rd birthday, the P&S will exit the transportation industry.

Everyone in Kittanning has been expecting this day, but that won't make it any easier. For months it has been well known that the assets of the Pittsburg & Shawmut are to be sold to western Pennsylvania's principal regional railroad system, Genesee & Wyoming

JIM BOYD

THE SHAWMUT ENGINE TERMINAL at Brookville had the SW9s lined up behind spare wheelsets in September 1988. On their last run, three SW's headed south over Sprankle Viaduct en route to pick up coal loads at Dora on April 29, 1996.

Industries (GWI). There have, however, been endless delays. Snags have appeared. Obstacles have impeded progress toward the sale. Now it finally seems as if the dreaded day has come. As fate would have it, the day is not just dreaded but dreadful ... dark, cold, wet. I have journeyed to the Keystone State for a chance to see and photograph the railroad as it reaches the end of the line, sneaking in under the cover of darkness in the middle of Thursday night. I have called ahead and found out what to expect: I know what trains will run and where they most likely will go. But I don't know *when* they will go, so the immediate objective is to find this last piece of the puzzle.

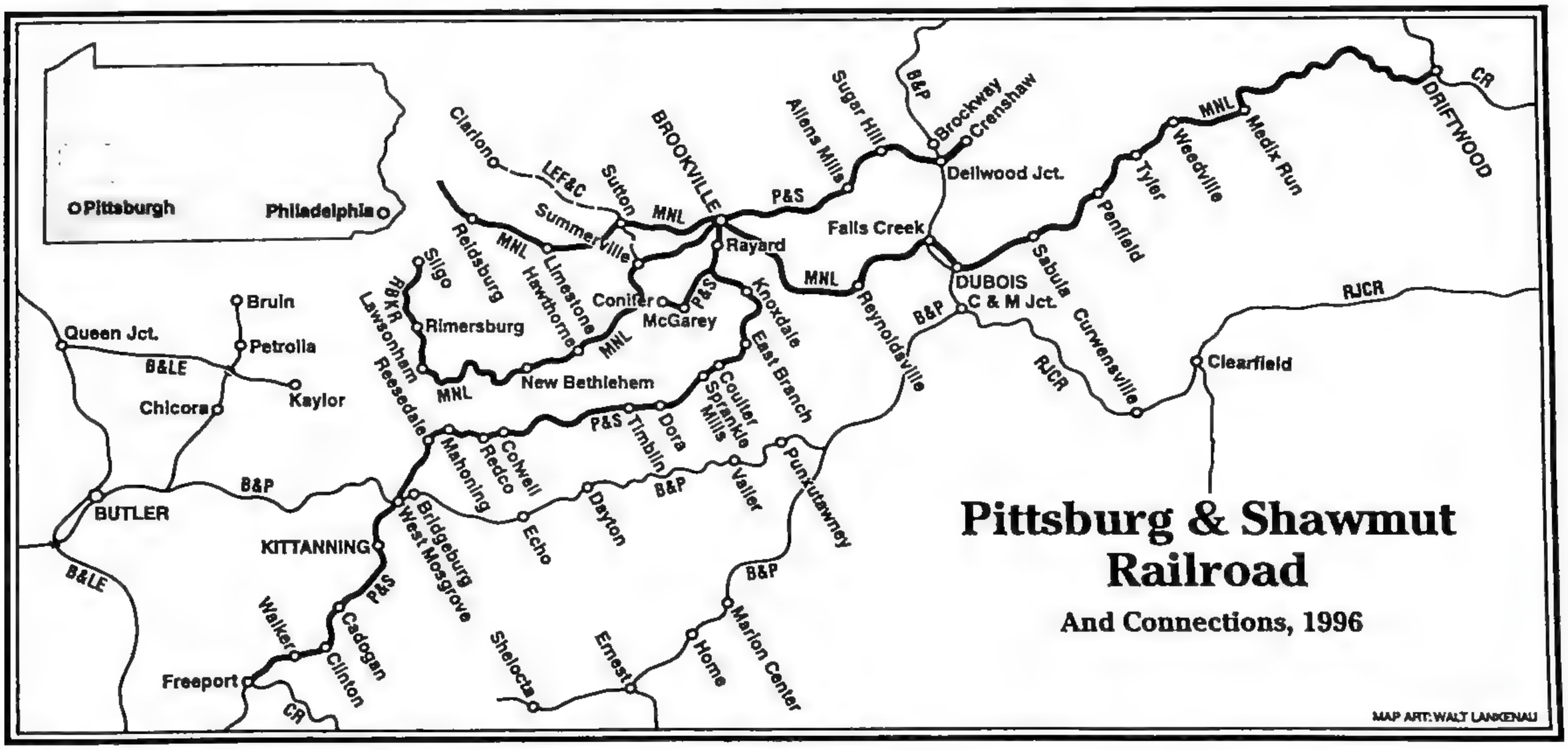
My first stop is at the general office building in Kittanning. The mood is one of uncertainty. It isn't absolutely clear what is happening. The top management is in a meeting, and not everyone is convinced that this will be the last day for the P&S. One subject turns out to be certain. Since my last trip to the Shawmut, GWI has interviewed the P&S employees for jobs with the new company. A fortunate few have been offered jobs; many have not. I also find out some of GWI's plans. They have organized a new company to operate the railroad. It will be called Pittsburg & Shawmut Railroad Incorporated. At least the name will carry on.

A quick visit to the dispatcher's office resolves the question of train times. The first run, called for 10:30 a.m., will be from Brookville, 53 miles north of Kittanning by rail, to Brockway. Brookville is the site of the company's shops and is now origin point for all trains. A second train will leave Brookville before noon and head east over the former Conrail trackage now known as the Mountain Laurel Railroad. The last train will be a Brookville to Reesedale trip over the original P&S in mid-afternoon. Each of these trains will be a regular job, nothing special for the last day. The Brockway run will work the Owens-Illinois (formerly Brockway Glass) plant at Crenshaw, about a mile north of Brockway Yard. The crew on the Mountain Laurel will work a freight car rebuild plant at Dubois before placing a long string of empties at the Lady Jane mine near Penfield. The last crew will run light to Dora, pick up coal loads and haul them down to the West Penn Power plant at Reesedale before returning to Brookville. Nothing about any of these trains will give a clue that there won't be any more quite like them.

I wait around for a short time to see if any more information is available. Brookville is an hour away by car, so I must leave shortly after 9:00 a.m. to be sure of getting there before the first train is at work. The management meeting continues; I relax in a chair.

The management meeting continues; I shift about in a chair. The management meeting continues; I can't wait any longer. It's after my deadline for starting the trip north.

The drive north on Pennsylvania Route 28 is a familiar one. I think back to my first visits to the P&S 25 years earlier. I first came to Brookville in August 1971. I was just 14 years old then, and since I couldn't drive, my father, Bob Reisweber, had to handle that task while I handled navigation. He is with me today, just like old times. How many times we covered this route together! I had a Kodak Instamatic camera then but was already taking color slides with it. I think about the P&S employees of the 1970s, the first railroaders I knew personally. They were so friendly, so good to put up with a teenage railfan. Many of them are still in the area, but most are retired. A few are no longer with us but live on in my memory. I think of the P&S employees of today. They are every bit as friendly and tolerant as those of 25 years ago. Their kindness will never be forgotten.



Origins of the Shawmut

The sequence of historic events that has culminated in this day is an odd one. The story began in 1899 with the amalgamation of several smaller railroads into the Pittsburg, Shawmut & Northern Railroad. The main driving force behind this development was Thomas Hubbard, business manager for a wealthy former interior decorator

named Edward Searles. Searles had married the widow of Mark Hopkins (one of the famed "Big Four" who had built the Central Pacific) and later inherited the Hopkins fortune. Searles' main occupation after becoming wealthy was rearranging the furniture in his house, and he left money matters to Hubbard. Hubbard became interested in a plan to build a rival to the existing and successful Buffalo, Rochester & Pittsburg (this railroad later merged with the Baltimore & Ohio and is now the Buffalo & Pittsburgh). At the time, PS&N was a collection of unconnected short lines with Brockway, Pa., as its southernmost point. Lands laden with coal were quickly purchased in Armstrong and Jefferson counties in Pennsylvania to provide a traffic base for the new system. Since a rail line was needed to access the future mines, the Brookville & Mahoning Railroad was organized in 1903 as an extension of the PS&N from Brockway to Freeport, a suburb of Pittsburg (as it was then spelled).

Construction started in 1905, and

THE BROOKVILLE LOCAL with Mountain Laurel Geeps on Lanes Viaduct at Dellwood crossed over a southbound Buffalo & Pittsburgh freight on Friday, April 26, 1996. The last Mountain Laurel job (**below**), with Shawmut SW9s and 106 empty hoppers for Lady Jane loader and the Rescar shop, was eastbound at Falls Creek, where it met B&P GP38 2000 — a likely future power for that same job — on the interchange track. The last P&S run headed west over Brookville Viaduct (**right**) on April 29, 1996, en route to the Dora loader.

NICK D'AMORE

the first section from Brookville to Ramsaytown (a coal camp about six miles south of Brookville) was completed in April 1907. The Brookville to Brockway segment was placed in service six months later. In these early years, the B&M was operated by the PS&N under lease, and it was anticipated that the B&M would be merged into the PS&N when construction to Freeport was finished. Oddly, the B&M and the PS&N were never physically connected but used a short stretch of six miles of trackage rights over the Erie Railroad just north of Brockway for access.

Storm clouds were already hovering as construction began, however. The plan was proving far more expensive than expected, and as a result of its financial troubles, the PS&N entered receivership in 1905, trying to make its obligations more manageable. As a result, Hubbard began looking at financing the B&M through the sale of bonds to the public. In an attempt to make the B&M and PS&N look alike to the investing public, the B&M was renamed Pittsburg & Shawmut Railroad in 1910. Friction between various internal parties led to the complete separation of the P&S and PS&N in 1916 after Hubbard had died. The PS&N never recovered from the breakup and was abandoned in 1947. In 1917, the line to Freeport, 88 miles south of Brockway, was completed. Searles died in 1920 and left his estate to his personal secretary, Arthur T. Walker, who, in turn, died in 1927. Walker's will set up a corporation to own the P&S and its coal mining and retailing subsidiaries. The Arthur T. Walker Estate Corporation (ATW) at its inception in 1930 was owned in equal parts by seven of Walker's relatives. Ultimately, the heirs of Walker and their descendants sold out in 1966 to a New York investment group which included the Dumaine interests of Boston. The Dumaines acquired direct control of ATW in 1970. As Conrail rationalized its system map, in 1990 and 1991 ATW purchased some former Pennsylvania Railroad lines adjacent to the P&S and established the Red Bank and Mountain Laurel railroads to own them. And today, April 26, 1996, if all goes according to plan, the P&S will run its last trains before the sale of its rail assets to Genesee & Wyoming Industries.

Finale on a rainy day

Drops of rain splash against the windshield as we pass New Bethlehem. The climate hasn't changed in 25 years. I think about the P&S as it was 25 years ago. It was a world of little red and yellow diesels, of little black 55-ton two-bay hoppers, of brown sandstone ballast and of battery-operated telephones that were as old the company itself. At Summerville we cross the Lake Erie, Franklin & Clarion. The railroad — whose employees once fired up an Alco RS1 and moved it out of the Clarion enginehouse just so we could take pictures of it — is now a dirt road. It is gone forever; a few hopper cars still bearing its oval herald serve under other ownership. Finally into Brookville and out to the yard. It looks as it always did. There are plenty of cars in the parking lot, though how much work will be done this last day is questionable. The buildings are the same: the yellow brick enginehouse built in 1914, the machine shop hurriedly built from prefabricated parts starting in 1916, the office built as a toilet and locker building in 1920 (and later remodeled), the car repair shed built in 1921. There have been some changes, but Brookville looks much as it did 70 years ago. Plenty of locomotives are on hand, most idling away the morning. Their EMD 567 engines have been

familiar sounds in the Sandy Lick Creek valley since the first SW9s were delivered in October 1953.

On hand for the last day is Nick D'Amore of St. Marys, Pa. He is a Shawmut fan and also a modeler ... and just happens to be interested in modeling the P&S as it was in the 1970s. He's interested in my knowledge of the railroad as it was and asks many questions. It makes me feel old. We take a few pictures around the yard as the train for Brockway switches cars, putting together the train for the Mountain Laurel which will leave a little later. Finally, after an hour or so, they call the dispatcher in Kittanning and get permission to head north to Brockway.

We leave the yard just ahead of them in order to get to the first photo opportunity, Little Mill Creek Viaduct. At the base of the curving, 756-foot long steel structure are many trees that obscure the view, so we climb to the north end of the viaduct for a clear shot. Soon the train ambles into view. It's unusually long for a Brockway run: two cars in addition to the locomotives. I'm using ASA 400 black & white film, but the scene is still dark. The next stop is Allen's Mills. Nick is here, having skipped the viaduct shot. We all catch the train coming under the highway overpass. Nick now goes back to Brookville, while we continue north. We catch the train at Sugar Hill and Beechton before dropping downhill into Dellwood, a bit less than a mile south of Brockway Yard. At Dellwood, the train stops to interchange with a future relative: the Buffalo & Pittsburgh, another road in the Genesee & Wyoming family.

I plan to shoot some photos of the train at the point where the interchange track diverges from the main line but then change my mind and head for a shot of 695-foot long Lanes Viaduct, which crosses over the B&P. I'm heading on foot in that direction when I hear a horn that doesn't seem to be coming from the P&S. I take a guess as to what this is and start running in the direction of the viaduct ... and the B&P. Sure enough, the southbound B&P train running behind three rebuilt SD45s whips into view. The train is *long*, accentuated by a large cut of auto racks. The racks are still passing as the P&S train eases onto the viaduct and crosses over. *Wow*! Exhilarated, we call it quits for this train and head south again.

Some clue as to what's going on comes from the scanner. The maintenance of way crew has spent some time in the morning placing signs for the new DTC blocks to be used by P&S Inc. Now word comes that they must be "bagged," covered up. They will not be in service on Monday as planned. The MofW crew is unprepared; they will have to go to a local convenience store to buy garbage bags in order to carry out the task. What does this mean? We head for Kittanning.

At the office building in Kittanning all is revealed. Events have not gone according to plan. Another obstacle has gotten in the way, and today, Friday, April 26, 1996, will *not* be the last day after all. There will be one more train on the original Pittsburg & Shawmut, a Brookville Local to the power plant at Reesedale on Monday. A reprieve! In the meantime, we shoot a few photos of Friday's train to Reesedale, but it's still dark and cloudy.

Over the weekend no trains run on the P&S, so we spend the time taking pictures on Conrail near Johnstown. The weather is much better, mostly sunny except when a train is in sight. The trains appear to be carrying clouds above them and for the most part avoid being exposed to the sun when cameras

in 1907. The train was posed at the south end of the Brookville Viaduct, just south of the yard. I decide to try to shoot the last train in the same location. Time is short, so I hurry to the south end of the viaduct and beat the train there. Within minutes the train rolls onto the bridge. The view of 1907 cannot be repeated exactly; the spot where the camera stood is now covered with trees (where's that chainsaw when you need it?). Nonetheless, I shoot the best photo I can. Now the race is on. We follow the train aggressively over less-than-ideal roads. We shoot the tunnel at Knoxdale, then speed on to East Branch Viaduct, longest on the road at 1,471 feet. After East Branch we get behind a slow moving car ... the train slows down. We pass the slow car ... the train speeds up! We pass Coulter Tunnel, site of my first published photo: the Brookville Local southbound in 1975 exiting the tunnel. Twenty-one years later we drive by, trying to get to Sprankle Viaduct, tallest on the road at 150 feet. We make it with slightly over a minute to spare. As the train approaches it crosses highways, sounding its deep toned, single-bell "wounded goose" horn. After Sprankle we drift into Dora somewhat behind the train; the roads are especially bad in this section. There are now blue patches in the sky!

By the time the train enters the siding to pick up the loaded coal cars the sun has come out and everything is bright and warm. After the train is put together the race starts anew. We take

THE LAST SHAWMUT JOB with light engines 1949. 1891 and 1774 was headed from Brookville to Dora on April 29 and was photographed at Knoxdale Tunnel (**above**) and East Branch Viaduct (**top**). After picking up loads for the Reesdale power plant, the train continued westward and was photographed for the last time (**right**) on the First Mahoning Crossing bridge and ducking under Route 28. The future image for the Pittsburg & Shawmut is the GWI's Buffalo & Pittsburgh livery (**right inset**) shown on Geep 209 at Geneva, N.Y.

are in attendance. It has, however, turned bitter cold and windy. On Sunday night we get to bed early. We don't know when the Local will run, so we have to get up early on Monday in order to be prepared.

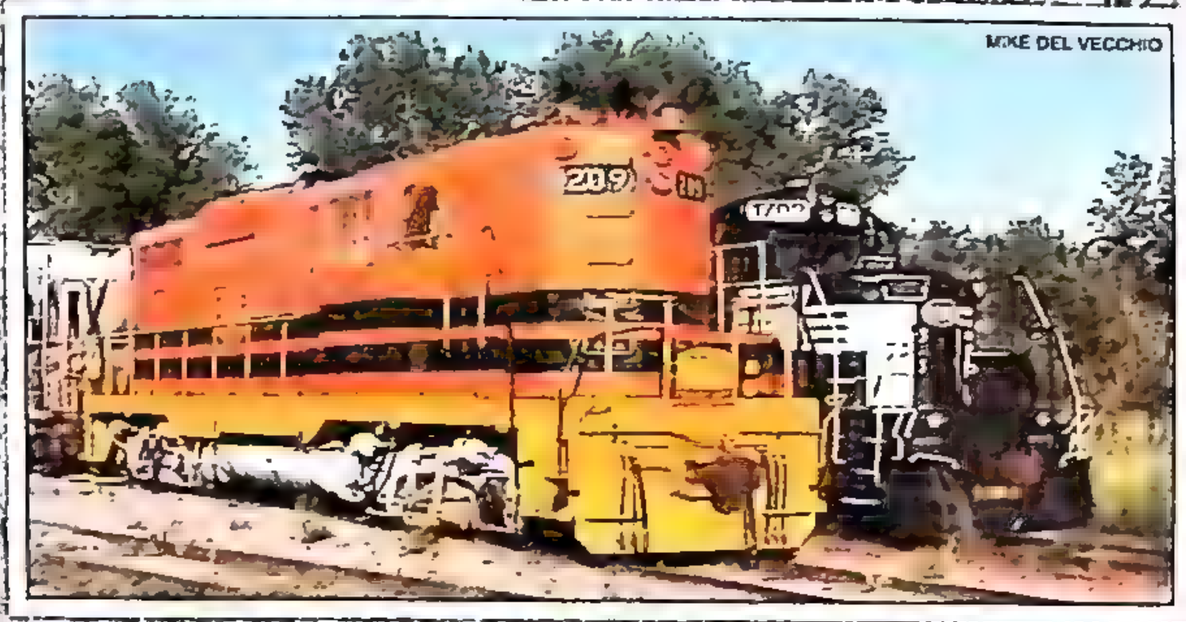
The Last Day: Take 2

Monday, April 29, 1996, on awakening seems like just another day. I look outside the window of the Kittanning, Pennsylvania, Comfort Inn hoping to see a brilliant cobalt sky stretching off to infinity. Instead a more typical Pennsylvania scene presents itself: a low slung mass of clouds roughly the color of freshly poured concrete hangs oppressively above the landscape. Oh no — a *rerun*! (Anyone remember the movie "Groundhog Day" — about nearby Punxsutawney?) One thing *is* different about today versus Friday: it's pouring rain.

Not knowing the time for the Brookville Local, I hurry to the P&S office building to get the necessary information. The difference from Friday is evident practically as I pass through the front door. Uncertainty has turned to certainty. Anxiety has turned to sadness. Today will be the last day of the original Pittsburg & Shawmut. The train is called for 1:30 p.m. The mine at Dora is running late in loading the cars for the power plant, so the train will wait.

My father and I kill some time and then head slowly up to Brookville. We reach the yard before noon and find it absolutely deserted. For perhaps the first non-holiday Monday, no one is at work. All the locomotives are present, but most have their stacks capped. Only three are idling, but someone has taken care to see which three were chosen. They are three of the SW9s from 1953, the railroad's original diesels. More than 42 years after they arrived on the property they will close out operations for their owner ... and perhaps then just fade away like Douglas MacArthur. They are not wanted by GWI, which wishes to use larger, more modern power with dynamic brakes, possibly even the SD45s that roared through Brockway on Friday.

About 1:15 the train crew shows up. Since they will run light to Dora, there isn't much to do in the yard before leaving. The rain has let up, and the clouds have become less oppressive, so I decide to take a gamble. There is a well-known photo of the first train on the railroad shot on a glass plate negative


MIKE DEL VECCHIO

ABOVE and BELOW: KODACHROMES, JIM BOYD

photos at Timblin (at the road crossing where the section house once stood), at Harman (where the coal mine once stood), at Volomite (where the Eddyville Industrial Track once diverged) and at Nitro (where the explosives plant once stood). I'm confident now; I've switched to Kodachrome 64. The train itself is made up of P&S local service hoppers that still show obvious signs of their former jobs on the Santa Fe and Western Maryland, the latter sporting light gray paint that signified their use in limestone service, now under huge expanses of rust. A red flag is mounted on the coupler of the last car.

After a breakneck race we make it to Colwell. At this point the railroad passes under Route 28 ... *far* under Route 28. A tunnel was planned for the spot but never got off the drawing board because the hillside was too unstable. The railroad put in a cut instead and diverted the highway down to track

level as a "temporary" measure. When "temporary" never seemed to end, the state highway authorities insisted on a permanent solution, and in 1922 the railroad paid to have a concrete arch bridge installed. This bridge was largely replaced in an early 1970s rebuilding; until then it had a metal plaque on it saying the railroad had built it. Within sight of the cut is a deck truss bridge on the P&S: First Crossing, Mahoning Creek, some 508 feet long. This is by far the best known location on the P&S, as there have been at least five published photos taken from different angles here. There's no sign of the temporary wooden bridge erected by the contractor who built the railroad through here in 1910-1911.

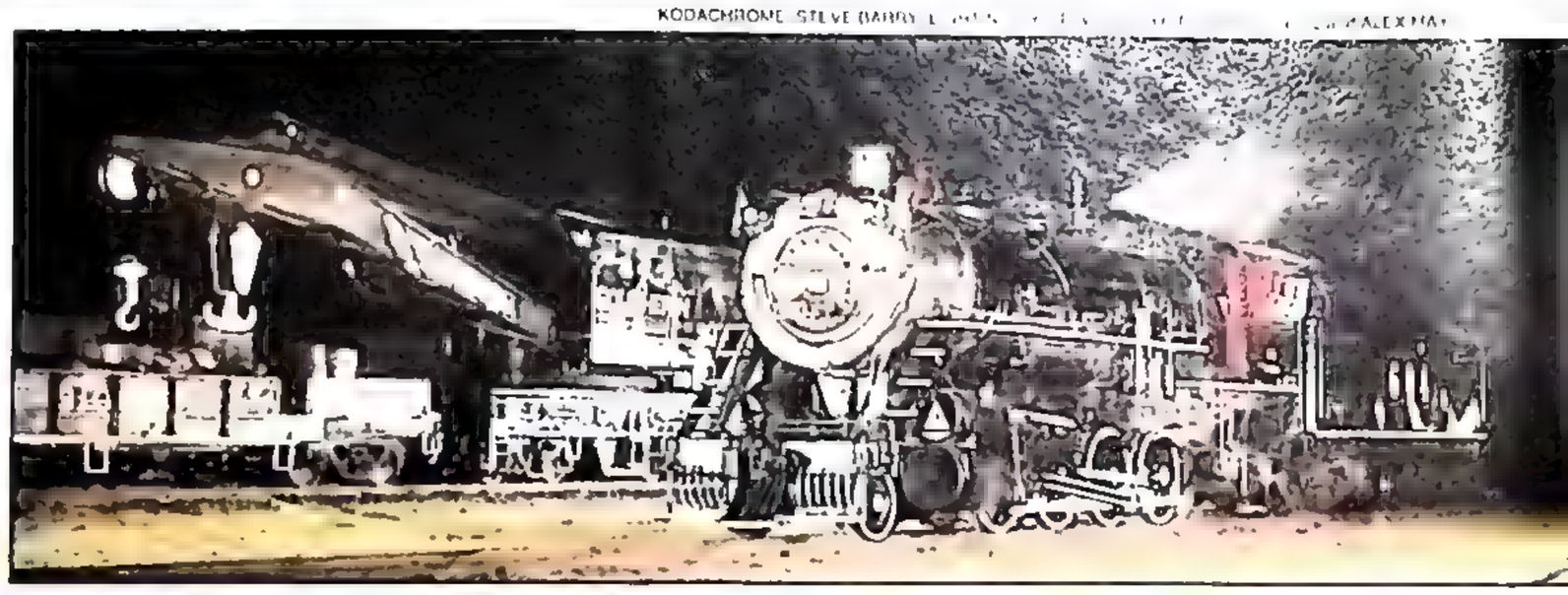
As we pull up, the train can already be seen on the far side of the creek. It lazily glides across the railroad bridge and under the highway. All the while,

BACK IN APRIL 1974 the P&S still carried its 1953 factory colors on 238 (now the 1816), in the lead of the Brookville Local at Knoxdale on a consist of brand new Erie Lackawanna hoppers. In September 1988, five SW9s worked the loader at Dora (**opposite top**) and then were photographed passing a farmyard (**opposite bottom**) just east of there as they departed for Brookville. Mountain Laurel and P&S units were lined up at Brookville (**below**) on October 23, 1995. In October 1989, the Brookville Local (**bottom**) was working at Dora.

ABOVE and BELOW: KODACHROMES, SCOTT SNELL

the Nikon MD-12 motor drive rolls film through my camera as fast as it can. The train continues through the deep cut, now on the west (geographically speaking) side of Route 28. The SW9s are still audible, their aging engines churning onward, the bass horn clearing aside any unwary motorists. We have a long trip back home to Virginia tonight, so this will be the last shot of the last day. As the train disappears around the far curve toward Thayerton, I wave. Goodbye, Pittsburg & Shawmut. There will be a new Pittsburg & Shawmut tomorrow, but it will never be quite the same. The good friend of a lifetime is gone.

KODACHROME STEVE BARRY



NRHS CHARLOTTE '96

GREAT SMOKY MOUNTAINS RAILWAY 2-8-0 1702 stormed over the Little Tennessee River on June 18, one of three runbys **(left)**. A reception was hosted by NRHS officers at the Charlotte trolley barn on June 19 **(right)**. The New Hope Valley Railroad in Bonsal ran a photo freight on June 20 **(below)**. "Southern" 2-8-0 604 posed with a derrick **(top)** and Southern FP7A 6133 and E8 6900 rested in the roundhouse **(bottom)** for the night photo session after the banquet at Spencer Shops on June 21.

KODACHROME GREG MOLLOY

KODACHROME STEVE BARRY

KODACHROME, GREG MOLLOY

KODACHROME STEVE BARRY, LIGHTING BY STEVE BARRY, DENIS CONNELL and ALEX MAYES

JIM WRINN

The NRHS 1996 Charlotte Convention

by Jim Wrinn

SOUTHERN RAILWAY 604 (ex-Buffalo Creek & Gauley 4) powered a passenger train past the former SR shops (now the North Carolina Transportation Museum) at Spencer for the 1996 NRHS Convention on June 19. Recently painted E8 6900 and FP7A 6133 also powered passenger and freight trains as NRHS helped celebrate the 100th anniversary of the shops. Steam had been featured the previous day when ex-U.S. Army 2-8-0 1702 powered an all-day trip on the Great Smoky Mountains Railway between Dillsboro and Andrews. The locomotive was readied for the westward trip in Dillsboro (**below**).

It should have been the easiest convention to organize and almost turned into the convention that didn't happen. "Go For the Gold," the 1996 Convention of the National Railway Historical Society, was hosted by the Piedmont-Carolinas Chapter in Charlotte, North Carolina. It started on June 18 and wrapped up on June 23, the day before the Olympic Torch Relay passed through town on the way to Atlanta.

The 1996 convention faced many challenges. When the convention was approved by the NRHS board of directors in 1991, it seemed this would be an easy event to put together. After all, Charlotte had been the home base for a variety of Norfolk Southern steam trips over the years. The Great Smoky Mountains Railway wasn't too far away, the North Carolina Transportation Museum would be celebrating the 100th Anniversary of Spencer Shops and the NS steam program could provide a couple of all-day trips. CSX, the other major railroad in Charlotte, could allow an excursion over their lines. Add a day of seminars and meetings, and you had six days of activities. No problem.

Suddenly there was a problem. Norfolk Southern unexpectedly cancelled the steam program in late 1994, and CSX was sticking to a no-steam policy. That left a three-day gap in a six-day event. Amtrak was contacted about the possibility of operating trips, and they were agreeable. NS, in the planning for the convention since day one, agreed to a diesel-powered Amtrak trip. CSX agreed to two others, and once again there was a complete package, albeit without main line steam.

With an excursion package that was a mileage collector's delight, the convention material went out to NRHS members. The NS trip was a dandy — a circle trip from

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STEVE BARRY

HISTORIC SPENCER SHOPS provided the backdrop for Southern E8 6900 on Friday, June 21. The North Carolina Transportation Museum has received numerous grants to restore the shop and roundhouse, and displays are in the Master Mechanic's office. The NRHS held an informal banquet here.

Charlotte to Asheville going out via the Southern Loops and returning down the 4% grade of Saluda Hill. The CSX trips were scheduled out of nearby Monroe, one to Acme and the other to Greenwood. Neither line had seen a passenger train in over 30 years. Ticket orders were soon coming in.

Poet T.S. Eliott wrote "April is the cruelest month." And so it was for the convention. Amtrak and CSX were in the midst of negotiating a new contract to replace the original 1971 contract, which was due to expire May 1, 1996. All the details could not be worked out in time, so the CSX trips were cancelled. A third of the convention had vanished two months before the event.

The Piedmont-Carolinas Chapter and convention chairman Richard Shulby could have easily thrown in the towel at that point, but instead they took a deep breath and set out to fill the gaps. Remarkably, in two months they were able to nail down events that involved Amtrak, a short line and three museums.

The North Carolina Transportation Museum, co-sponsor of the upcoming convention, had the unenviable job of handling the registration changes. Museum staff put in long hours contacting each convention registrant to make the appropriate changes to itineraries. To the credit of the NRHS registrants, most who were scheduled on the CSX trips took the alternate activity. Very few cancelled, and a few who hadn't planned on riding the CSX trips signed up for the new trips. The low registration of about 700 members was primarily due to the absence of a main line steam trip.

Three heroes emerged from the chaos of the late changes. Piedmont-Carolinas' Jim Fetchero, an Amtrak ticket agent and private car fan with lots of experience in arranging PV trips and excursions, worked like a mule to get the convention to take place. It was Jim's persistence back in 1992 that got NS to approve Saluda Hill as an excursion route. The other heroes were Alane Mills and Kelly Wrinn at the Spencer museum. When the bottom fell out on the CSX trips, they worked from 6:00 to midnight (after working all day) seven days a week to contact registrants, change ticket orders, take new orders and set up refunds.

The event itself, after all the preliminary problems, went like clockwork. On Tuesday, June 18, 350 people rode the Great Smoky Mountains Railway behind ex-U.S. Army 2-8-0 1702 (previously made famous by the old Reader Railroad in Arkansas) from Dillsboro to Andrews. The following day 260 people went to Historic Spencer Shops to celebrate its 100th Anniversary. Restored Southern E8 6900 and FP7 6133 were the stars of the show, along with ex-Buffalo Creek & Gauley 2-8-0 No.4, masquerading as Southern 604. The NRHS officers hosted a reception for members Wednesday evening at the Charlotte trolley car barn.

Thursday was the first of the events pieced together in the two-month period.

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The trip originated on Amtrak's *Carolinian* out of Charlotte with 210 people on the "Main Lines and Museums" tour. Amtrak made a special stop at Cary (not a usual *Carolinian* stop, although the *Piedmont* calls there) so passengers could transfer to motor coaches for a ride to the New Hope Valley tourist operation at Bonsal. Two trains were operated on the NHV, including a photo freight. From there the motor coaches went to Hamlet for a stop at the National Railroad Museum and Hall of Fame in the restored station.

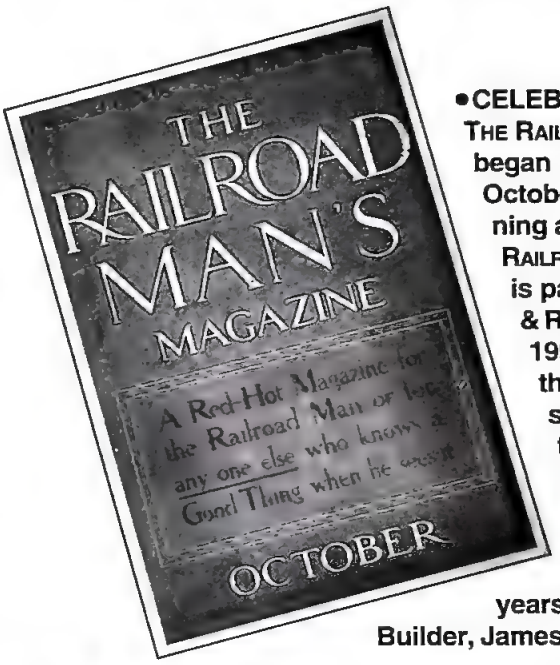
Friday was the traditional "slow day" with seminars, a railroadiana sale and NRHS meetings. That evening 350 people attended a barbeque at Spencer, with 60 staying up late for a night photo session on the longest day — and shortest night — of the year.

Saturday was the second "replacement" event, a tour through South Carolina starting with a visit to the Rockton, Rion & Western at Rockton. The tour also included a trip over the Lancaster & Chester, which is celebrating its 100th Anniversary this year. Coaches from the Roanoke and Watauga Valley Chapters were used on the L&C, with SW900 90 and SW900M 92 providing the power.

Sunday was the Norfolk Southern circle trip to Asheville with Amtrak F40s leading Heritage equipment and private cars through Hickory and Old Fort into the Southern Loops. At Asheville two new NS Dash 9-40CW's were added to the point for the trip down Saluda. Over 700 people rode the trip, which was open to the general public.

The aftermath of the convention: excursions, diesel or otherwise, are highly doubtful over

next in month RAILFAN & RAILROAD



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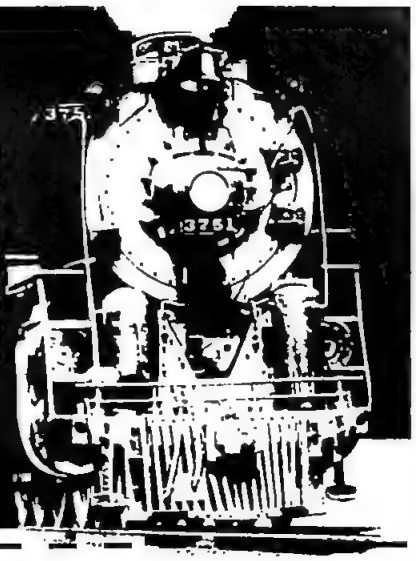

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NS in the near future. Both CSX and NS declined to run private car specials for AAPRCO to Spencer this fall. If conventions return to the South, once the bastion of main line steam, they will probably be similar to the 1996 event — short lines, museums and such. The 1997 NRHS convention will be in Salt Lake City, with Syracuse lined up for 1998 and Sacramento in 1999 — JIM WRINN.

Tenders, fuel oil and dollar signs

While writing the news story about those 20,000-gallon fuel tenders Union Pacific is building (**pages 18 and 36**) to use primarily between a pair of AC6000CW Convertibles, I suddenly became aware of some of the true costs of today's railroading. Think about it: 20,000 gallons in the tender plus roughly 5500 gallons in each locomotive. That's about 31,000 gallons of fuel, which costs the railroads only somewhat less than it does working folks at the pump. So that number comes pretty close to $30,000 invested just in the *fuel* for that trip. Think about how long a New Englander could heat a house with that? A typical diesel automobile should run nearly a million miles on that much fuel — M.D.

Petticoat Junction on TV Land

The TV Land cable network is running the old *Petticoat Junction* comedy series weekday mornings at 9:00 a.m. EST (6:00 a.m. PST). Filmed during the 1960s on the Sierra Railroad with Ten-Wheeler No.3 (the water tank is still there), it was one of few railroad-themed t.v. shows. The folks from Hooterville are fun and corny, and they love their *Cannonball*.

—MIKE

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NRHS Charlotte '96

SOUTHERN RAILWAY E8 6900 posed next to the Barberton Junction depot at the North Carolina Transportation Museum in Spencer during the Friday evening banquet on June 21 (**right**). The featured activity on Saturday, June 22, was a "South Carolina Short Line Safari" with a stop at the South Carolina Railroad Museum in Rockton to view Hampton & Branchville 4-6-0 44 (**below**) under restoration and then a trip to Lancaster for a ride behind Lancaster & Chester SW900 90 and SW900M 92 (**below right**). The L&C is celebrating its 100th anniversary in 1996. The convention's big trip was on Sunday, June 23, when Amtrak equipment was used on a circle trip out of Charlotte to Asheville. It headed west via Hickory and Old Fort through the Southern Loops. The return trip descended Saluda Hill with NS Dash 9-40CW's used for braking on the 4% grade. The train was photographed at the classic Saluda Hill angle passing the escape track in Melrose (**bottom**).

FUJI VELVIA, STEVE BARRY

THREE KODACHROMES· STEVE BARRY

KODACHROME: IAN PLATT

CANADIAN NATIONAL RAILWAY is taking delivery of 105 SD75I's from GMDD. The 4300-h.p. units feature isolated WhisperCabs and will be numbered 5626-5730. The 5628 posed outside the GMDD plant in London, Ontario, on May 25, 1996.

FUJICHROME: DANA L. GREFE

IOWA INTERSTATE has leased two GP16s and four SD20s from National Railway Equipment. SD20 103 (ex-IC 2014) was just out of NRE's shop at Silvis, Ill., on June 7, 1996.

NEBRASKA CENTRAL bought a pair of Santa Fe GP7R's to join its five various GP38s. The 2101 and 2106 passed under heavy skies (**right**) in Council Bluffs, Ia., on May 29, 1996. NCRC runs on the east end of the C&NW "Cowboy Line."

THE TENNESSEE 200 display train begins touring the state on July 1, 1996, for Tennessee's bicentennial. Both E-units (**below**), in L&N's famous passenger livery, were nearly complete in Nashville on May 18, 1996. See RAILNEWS.

KODACHROME: DAVID SCHNELL

INDIANA HARBOR BELT purchased two GP38-2s from NRE and paired them with slugs. Lightning-striped IHB 3801, ex-Norfolk Southern 5068, was at Chicago Ridge, Ill., on April 11. See RAILNEWS.

KODACHROME: KEN CHURCH

KODACHROME: DAVID KAPLAN

OFFICIAL ANNOUNCEMENT OF THE

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OFFICIAL GOVERNMENT ISSUE

2 New Videos!

Countdown To Merger

With six days remaining before Santa Fe's merger with Burlington Northern, Pentrex began a trek across the isolated hills and river valleys of Missouri to document the last hours of Santa Fe's independence. Starting at Fort Madison, Iowa, we traced the Marceline Subdivision, stopping at the best photo locations to view Santa Fe's hottest trains, classic shots of joint operations with Norfolk Southern, and action on the Missouri River Bridge. We made our way into Kansas City on the afternoon of Santa Fe's last full day, September 21, 1995. Join us in this tribute to the end of an era.

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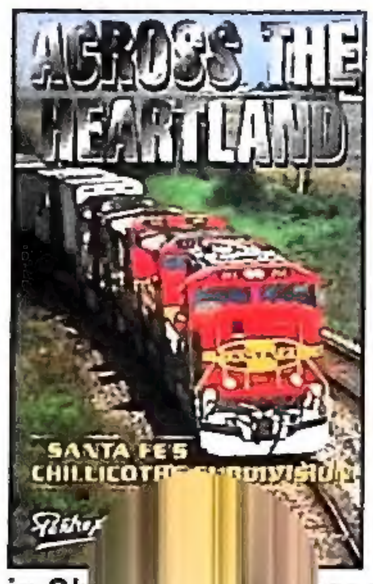

Across The Heartland

Santa Fe's Chillicothe Subdivision plays host to a daily parade of high speed Santa Fe action. Departing the congestion of Corwith Yard in Ch ace through the lush farmland crossing the Mississippi n, Iowa. Santa Fe's by flashy red and en at favorite locations such as McCook Junction, Joliet Union Station, Streator, and Edelstein Hill. Filmed just days before the merger with Burlington Northern, this video brings you one of America's favorite railroads as it will never be seen again.

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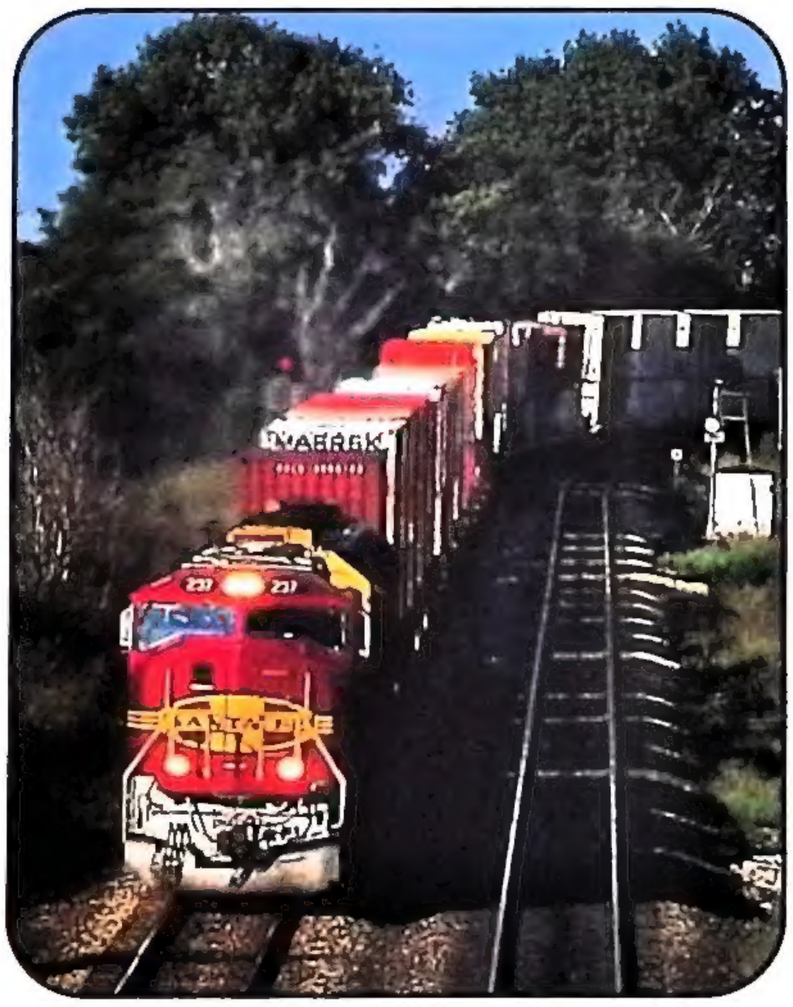

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